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**PROCEEDINGS**  
**OF THE**  
**ROYAL COLONIAL INSTITUTE**







## ROYAL COLONIAL INSTITUTE.

TO THE HONOURED MEMORY OF FELLOWS OF  
THE INSTITUTE WHO LAID DOWN THEIR LIVES  
DURING THE SOUTH AFRICAN CAMPAIGN, 1899-1902.  
IN THE CAUSE OF A "UNITED EMPIRE."

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### SOUTH AFRICAN WAR MEMORIAL

IN THE HALL OF THE ROYAL COLONIAL INSTITUTE,  
NORTHUMBERLAND AVENUE.

UNVEILED BY FIELD-MARSHAL SIR HENRY W. NORMAN, G.C.B., G.C.M.G., C.I.E.  
17TH FEBRUARY, 1903.

PROCEEDINGS  
OF THE  
ROYAL COLONIAL INSTITUTE

EDITED BY THE SECRETARY

VOLUME XXXIV  
1902-1903

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The binding hitherto used being liable to fade, especially in hot climates, a change has been made by direction of the Council, commencing with Proceedings Volume XXXI., 1899-1900.

J. S. O'HALLORAN,

*Secretary.*

ROYAL COLONIAL INSTITUTE,  
Northumberland Avenue,  
15 July 1903.

1902-1903.

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*Erratum*

Pages 166 line 40; 192 line 38, and Frontispiece, for A. H. Thomas read  
*Lieut. A. H. Thomas.*



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FOUNDED 1868.

INCORPORATED BY ROYAL CHARTER 1882.

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MOTTO—"UNITED EMPIRE"

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## Objects.

To provide a place of meeting for all gentlemen connected with the Colonies and British India, and others taking an interest in Colonial and Indian affairs; to establish a Reading Room and Library, in which recent and authentic intelligence upon Colonial and Indian subjects may be constantly available, and a Museum for the collection and exhibition of Colonial and Indian productions; to facilitate interchange of experiences amongst persons representing all the Dependencies of Great Britain; to afford opportunities for the reading of Papers, and for holding Discussions upon Colonial and Indian subjects generally; and to undertake scientific, literary, and statistical investigations in connection with the British Empire. But no Paper shall be read, or any Discussion be permitted to take place, tending to give to the Institute a party character.—(Rule I.)

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The Journal and the Annual Volume of Proceedings are forwarded to all Fellows whose addresses are known.

Fellows are entitled to be present at the Ordinary Meetings, and to introduce one visitor; to be present at the Annual Conversation, and to introduce a lady. The Institute is open on weekdays from 10 A.M. to 8 P.M., except during August and September, when it is closed at 6 P.M.

The support of all British Subjects, whether residing in the United Kingdom or the Colonies—for the Institute is intended for both—is earnestly desired in promoting the great objects of extending knowledge respecting the various portions of the Empire, and in promoting the cause of its permanent unity.

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J. S. O'HALLORAN,  
*Secretary.*

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F.R.C.I.

Proposed 19

**Elected** **19**

The Description and Residence of Candidates must be clearly stated.

# ROYAL COLONIAL INSTITUTE.

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SESSION 1902-1903.

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## FIRST ORDINARY GENERAL MEETING.

THE First Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, November 11, 1902, when a Paper on "Steps to Imperial Federation" was read by the Hon. T. A. Brassey.

Sir Frederick Young, K.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 179 Fellows had been elected, viz. 49 Resident, 180 Non-Resident.

### Resident Fellows :—

*William Bell, Albert E. Bishop, Henry Böhn, Frederick W. Braund, Professor W. Jethro Brown, LL.D., Edward Wm. Browne, James Bull, Colonel Frank Burgess, Thomas R. Clougher, W. R. Cowey, Hermann F. W. Deane, M.A., F.S.A., H. Valentine B. de Satgé, Frederick Dewsbury, Thomas E. Duckles, Wm. R. G. Elwell, Edward B. Gardiner, Major Henry C. C. Gibbings, Israel Ginsberg, Samuel Goad, R. Lifford Harries, Peter F. Hart, P. C. v. d. P. Hiddingh, Wm. W. Hind-Smith, Gustav Imroth, Sir John J. Jenkins, D.L., J.P., George Lawson Johnston, Roderick Jones, Ronald Keep, Charles Carey Lance, Duncan Mackintosh, Henry A. McPherson, George Mawson, Ernest J. D. Mitchell, M.A., M.B., George J. S. Mosenthal, Ralph Moses, Robert Muller, John Murdoch, Augustus L. Paliologus, James G. Paterson, Patrick Riddell, Howard Spensley, Thomas Stephen, Ernest P. Foquet Sutton, R. J. Toleman, Henry S. Trigg, Edgar G. Wall, William Whytock, William Wing, James Leigh Wood, C.M.G.*

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H. Boden (Natal), George Bonner (Falkland Islands), Ernest C. Borghese (Gold Coast Colony), James H. D. Bratt (Northern Nigeria), William J. Brown (Sierra Leone), Nicholas E. Browne, J.P. (Sierra Leone), F. T. Byrde (Gold Coast Colony), William T. Cadell (New South Wales), Hamish S. Cameron (Ceylon), David Wm. Campbell (Canada), Alexander Caskie (Orange River Colony), Nathaniel Chalmers, jun., A.M.Inst.C.E. (New South Wales), Charles W. Champion (Orange River Colony), Charles C. Clark (Natal), Robert D. Clark, M.A. (Natal), Wm. Wycliffe Clarke, J.P. (New South Wales), Wm. Z. Coker (Gold Coast Colony), Alfred J. Coleman (Cape Colony), Harry Collins (Natal), John W. Cotton (New South Wales), Sydney Couper, C.M.G. (Cape Colony), Hon. Senator George A. Cox (Canada), Herbert C. Cox (Canada), Sydenham E. S. Cox (Transvaal), Frederick W. Croaker (New South Wales), Thomas J. Cundill (Cape Colony), Leonard H. Darlot (Western Australia), A. A. Davidson (Gold Coast Colony), S. Spencer Davis (Gold Coast Colony), G. H. Deacon (Transvaal), Arthur Deale (Orange River Colony), James Douglas (Natal), Captain John J. Doyle (Lagos), John H. Duffill (Natal), S. K. Elgie, M.P.S. (Natal), Reginald W. Espeut, C.E. (Sierra Leone), Captain George A. Eversfield (Lagos), James Fergusson (Western Australia), O'Connell Fitz Gerald (Trinidad), George E. Fox (Cape Colony), John Pringle Fraser (Transvaal), Allan Gray Frere (1st Royal Welsh Fusiliers), Aston W. Gardner (Jamaica), George Sinclair Gay (California), Claud George, B.A. (Sierra Leone), Samuel Goldreich (Transvaal), Raphael A. Gubbay (Hong Kong), Frederick W. Haddon (Victoria), Henry B. Haddon-Smith (Gold Coast Colony), Arthur Haes (Orange River Colony), Arthur Heatlie, B.A., A.M.Inst.C.E. (Cape Colony), Captain R. A. Hemmens (Cape Colony), J. Woodward Hill, A.M.Inst.C.E. (Orange River Colony), Daniel E. Hockly (Cape Colony), Sigmund Hochschild (Cape Colony), Herbert H. A. Hoyle (Lagos), Wm. Langlands Jack (Victoria), C. D. Keith-Fraser (Natal), B. O. Kellner, M.D. (Orange River Colony), Captain Robert C. Kessler (Natal), Norman M. Kirkcaldy, M.A.Inst.M.E. (New Zealand), Walter Kirtton, J.P. (Transvaal), David A. Lane (Western Australia), H. B. Leggatt (Peru), Thomas F. Letchford (Natal), Albert J. Lytleton-Turner (Gold Coast Colony), Rt. Rev. Bishop H. MacSherry (Cape Colony), Charles Marais (Cape Colony), Elia Marks (Transvaal), Francis H. Marshall (Holland), George F. Martin (Fiji), Abraham E. Mathews (Transvaal), Thomas Meikle (Rhodesia), George Torrance Milne, F.R.G.S., B. T. Milthorp (British Central Africa), John L. Mitchell (Rhodesia), Wm. H. Mountford (Cape Colony), Herbert Murray (Natal), T. J. O'Shea (Queensland), James D. Oswald (Victoria), John W. Owen (Sierra Leone), Captain Andrew E. Pakeman (Cape Colony), John C. Palmer (Natal), John W. Paris (Sierra Leone), Herbert E. Patterson (Natal), William Peterson, LL.D., C.M.G. (Canada), Peter D. H. Piers (British Central Africa), Roger A. Poore, D.S.O. (Transvaal), August E. Preiss (Cape Colony), Captain Ernest G. Rason, R.N. (New Hebrides), Rt. Rev. Charles O. L. Riley, D.D. (Lord Bishop of Perth, W.A.), John Robertson (Natal), Frederick A. C. Robinson (Gold Coast Colony), Henry Basil Roper (Cape Colony), William Runciman, M.L.A. (Cape Colony), Robert Russell, LL.D. (Natal), A. R. G. Sasse (Victoria), Philip Saunders (Transvaal), Arthur Eldon Scott, M.R.C.S., L.R.C.P. (Gold Coast Colony), Sir Thomas G. Shaughnessy (Canada), Isaac Shrager (India), James Shrager (Straits Settlements), John Clifford Smith (Victoria), N. Stafford Solomon (Gold Coast Colony), Bruce H. Stephens (Trinidad), Percival Stevens, A.M.Inst.C.E. (Trinidad), Allen C. Stewart (India), Ernest E. F. Tarte (Uganda), William A. S. Treseder (Gold Coast Colony), Earle W. J. Trevor, M.I.M.E. (Gold Coast Colony), Jose G. Tuchten (Cape Colony), Hon. George Turner, M.L.C. (Natal), Archibald R. Usher (British Honduras), Alwyn J. Vincent (Cape Colony), A. L. Walker (British New Guinea), Lt.-Colonel John Weighton (Natal), Robert S. Wilcoxon (Barbados), G. A. Williams (Orange River Colony), W. T. Wilson (Cape Colony), G. R. Wingate (Gambia).



It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN : In opening the new Session, I propose to make a few brief remarks concerning recent events that are of special interest to the Fellows of this Institute. The Coronation of His Majesty the King and Queen Alexandra was a memorable and historic pageant, and evoked expressions of fervent loyalty from all parts of the Empire. The Council adopted a congratulatory Address to our Royal and Imperial Patron, and recorded their heartfelt thankfulness at His Majesty's providential restoration to health after a serious illness which for some time gave rise to the gravest anxiety. You will all recollect that a great banquet was organised by the Institute in conjunction with kindred societies to celebrate the Coronation, when the principal guests from beyond the seas were entertained at the Guildhall, and one of the most brilliant assemblages on record, representative of Great and Greater Britain, was brought together to do honour to that auspicious event. A special feature of the Coronation season was the presence in London of the Colonial Premiers, and the opportunities then afforded for discussing with Imperial statesmen questions of mutual interest. At their Conference with Mr. Chamberlain, vital subjects such as Imperial defence and fiscal relations came under deliberation with much advantage to all concerned. The war in South Africa, which was attended with the loss of many valuable lives, has happily been brought to a successful termination, while British supremacy has been fully maintained. Under the able administration of Lord Milner, himself a Fellow of this Institute, British rule is being judiciously applied, and is gradually repairing the ravages of war. The approaching visit of Mr. Chamberlain to South Africa, in order that he may study on the spot the various problems affecting a Settlement, is a most happy inspiration, and this new departure in Imperial policy cannot fail to have an important bearing on the great question of national consolidation of which we shall hear something to-night. There are several other matters to which I could refer, such as the completion of the Pacific Cable—a work of which our friend Sir Sandford Fleming has been the most strenuous advocate and supporter; the munificent bequest of Mr. Cecil Rhodes for imparting to young Colonists the advantages of

English University Education, to the practical carrying out of which another Fellow of this Institute, Dr. G. R. Parkin, is devoting his special talents for organisation; the notable expansion of Canadian trade; the indications of returning prosperity in India; and the interesting problems of Federal Government now being solved by our fellow-countrymen in Australia; but all these will be dealt with later on in the Annual Report. To turn to more domestic concerns, I rejoice to say the present year has so far been the most prosperous on record, both as regards numerical increase and expansion of income. The number of Fellows on our books is 4,460, and, in my opinion, one of the most satisfactory features in our past history has been the steady and uninterrupted advance, without a break, from the smallest beginnings to the position we are now fairly entitled to claim, viz.: that of a highly practical, popular, and influential organisation whose work for the last thirty-four years has been in close touch with all that concerns the development of Greater Britain and the maintenance of the permanent unity and solidarity of the Empire. Before I call upon Mr. Brassey I would emphasise what I have said by quoting the utterances of two of our most prominent Cabinet Ministers with regard to the important question which is before us to-night. In his striking and masterful address in opening the Colonial Conference in the month of June last, Mr. Chamberlain used these remarkable words:—"I may be considered perhaps to be a dreamer, or too enthusiastic, but I do not hesitate to say that in my opinion the political federation of the Empire is within the limits of possibility." Still more striking if possible are the remarks of the Prime Minister in his speech last night at the Guildhall, in the course of which he said, "After all, I suppose most of us cherish, I will not say the dream—most of us cherish the hope, that if not in our time yet at no distant date, there will be not merely the legal and sentimental ties joining us to our great dependencies, but that something in the nature of a Constitutional Union may be discovered which will enable us to conduct together affairs of common interest." These two declarations, I think, ought to give hope, as well as thought and reflection, to those who have taken a leading part in the promotion of this question. I will now ask Mr. Brassey to read his Paper. He requires no introduction from me—he is the distinguished son of an honoured father, and has devoted himself to many public questions, particularly to this great question of Imperial Federation, in which he and I have fought together for many years past.

The Hon. T. A. Brassey then read his Paper on

## STEPS TO IMPERIAL FEDERATION.

IN the last Paper of last session, Mr. Archibald Colquhoun dealt with Imperial Federation in its relation to defence, to trade, and to representation. This Paper will be devoted mainly to Federation in its political or constitutional aspect. Questions of party politics are excluded, and rightly excluded, from the purview of the Royal Colonial Institute. But Imperial Federation—the problem of Imperial Unity—is not a party question. It represents an idea which appeals to men of all political parties and to men who belong to none. It is a question which is high above the level of ordinary party politics, and which can only be treated, as it ought to be treated in a gathering such as this, far removed from party strife.

It is over thirty years since our Chairman of to-night first advocated Imperial Federation. At that time, and indeed for several years later, the ideas of the Manchester School were still prevalent. The Manchester School held that the Colonies were a burden to the Mother Country, and that the sooner they cut themselves adrift and became independent the better for the Mother Country and the better for themselves. The Colonial Institute was founded in 1868 to combat these views. The Imperial Federation League, formed in 1884, on the initiative of the late Mr. W. E. Forster, carried the work begun by the Colonial Institute a step further. The objects and views of the League were thus defined :—

1. To secure by Federation the permanent unity of the Empire.
2. That no scheme of Federation should interfere with the existing rights of local Parliaments as regards local affairs.
3. That any scheme of Federation should combine on an equitable basis the resources of the Empire for the maintenance of common interests, and adequately provide for an organised defence of common rights.

Lord Rosebery was the second President of the League, and to him and Dr. G. R. Parkin is mainly due the growth of the idea of Imperial Unity during the eighties and early nineties. "Imperial Federation," Lord Rosebery once said, "is a cause for which any man might be content to live; it is a cause for which, if needs be, anyone might be content to die." Those words (I trust I may be pardoned for this personal allusion) profoundly influenced my life.

Of the tangible results of the League's work the most important

was the Colonial Conference of 1887, which it was instrumental in bringing about through a deputation to the Prime Minister. The League was challenged over and over again to produce a scheme for carrying out the objects it had in view; but this was felt to be outside its functions. Its work was in the main educational, and by the results it amply justified its existence. It produced a complete change in public opinion as to the future relations of the various communities of which the Empire is composed, not only in the Mother Country, but in the Colonies. The tone of the public press was revolutionised. A profound effect was produced on the attitude of public men. Statesmen, such as the Duke of Devonshire, Mr. Chamberlain, Mr. Asquith and Sir Edward Grey, had no part in the work of the Imperial Federation League. To-day they are the most prominent advocates of Imperial Unity.

Of the change of public opinion in the Colonies I can speak from personal experience. When I first visited Australia, fifteen years ago (in 1887), it was an open question whether Australia would remain an integral portion of the British Empire or not. It is true that, thanks mainly to the large-hearted patriotism of Mr. Dalley, an Australian contingent had been despatched to the Soudan; but the feeling of loyalty to the Empire, of which the contingent was the evidence, was severely shaken by the way in which the Home Government had treated questions of paramount interest to Australia—the New Guinea question, the New Hebrides question, and the transportation of French convicts to New Caledonia. Many in this room will remember that the annexation of the south-east part of New Guinea by the Queensland Government was disallowed by the authorities at home; that the Germans then annexed the north-east portion of the territory which Queensland had claimed, and that thereupon the Colonial Office, stultifying its own previous action, annexed the remainder. It is not remarkable that at the time of which I speak there was great dissatisfaction with the method in which Australian interests were handled by the Imperial Government. Young Australians were undoubtedly then looking to Australia becoming an independent Empire in the Southern Seas.

In 1896 I was in Australia again, on a visit to my father, then Governor of the Colony of Victoria. Young Australia, as represented by the Australian Natives Association, which in 1887 had been for separation, was in 1896 devotedly loyal. The idea that Australia was to become an independent Empire had given place

to the universal conviction that Australia could better secure the well-being of her people, and could better work out her destinies under the British Flag. But, even in 1896, there was considerable grumbling at the small contribution made by the Australian Colonies to the maintenance of the Australian Squadron, and the man would have been rash indeed who ventured to predict that within three short years Australia would put forth the exertions she has made to assist the Mother Country in her time of stress and trial.

To trace in similar detail the growth of the feeling of loyalty to the Imperial connection in the other Colonies would take too long. Canadians and New Zealanders, as well as Australians and Afrikanders, played their part in the struggle for British ideas of liberty in South Africa. In the Square at Pretoria, when it was occupied by Lord Roberts' army, there stood a pediment designed to receive a statue of Mr. Kruger. Some favoured the idea that on it should be erected a statue of our beloved Queen Victoria. Others, and they were in the majority, advocated that the statue of Mr. Kruger should be erected as originally intended by its donor, and that the pediment should bear the inscription, "To the Federator of the British Empire." The South African War has not federated the British Empire, but it does represent the realisation of the idea of Imperial unity, and it has convinced the British peoples, as nothing else could have done, that on Imperial Federation in some shape or other depends the future well-being, nay, even the very existence of the Empire.

Before dealing with Federation in its constitutional aspect, a few words must be said from the points of view of trade and of defence.

Commercial Federation, on the basis of free trade within the Empire, is out of the question, for the reason that the greater part of the revenue of the Colonies is raised from Customs duties, and that it would be impossible for them to make good a large deficiency of revenue under this head from other sources. It has been recognised as impracticable by the recent Colonial Conference. Commercial Federation, on the basis of preferential trade within the Empire, stands on a different footing. Canada already gives to the Mother Country a preference of  $33\frac{1}{3}$  per cent. over those countries which are protectionist. Other Colonies are prepared to follow Canada's example. Is it to the advantage of the people of the Mother Country to give to the Colonies in return a preference in the home market?

The free trade position cannot be defended by arguments appli-

cable to the conditions of fifty years ago. The conditions of the problem have changed, mainly through the enormous decrease in the cost of transport. It must be defended in the light of recent experience and present-day facts. In a memorandum recently issued by the Board of Trade (Cd. 1199, 1902) comparative statistics are given of the commerce of the United Kingdom, Germany and the United States. Taking five years' averages—a fairer basis of comparison than the trade of single years—the exports increased as follows:—

—	Average 1890-1894	Average 1895-1899	Increase per annum
United Kingdom . . . . .	234	249	6.4
Germany . . . . .	156	192	23.1
United States . . . . .	166	237	42.8

During the later years of this period Germany and the United States have become increasingly protectionist, and the rate of their industrial development has increased. The exports of Germany rose from £166,000,000 in 1895 to £222,000,000 in 1900; those of the United States from £165,000,000 in 1895 to £286,000,000 in 1900; those of the United Kingdom from £226,000,000 in 1895 to £288,000,000 in 1900, the increase in the latter case being largely accounted for by the greater value of the coal exported.

The huge aggregations of capital under single control in the American Trust Companies, and the acquisition of some of our most important lines of steamers by the Atlantic shipping combine, are a reasonable ground for alarm as to the future of British industry. The American manufacturer has the advantage of an enormous home market. Owing to high protective duties he is able to make a large profit on goods sold in the home market, and then, in order to spread his general charges, he can sell his surplus abroad at a price not perhaps below the cost of manufacture, but below the cost of production if the goods sold abroad were debited with their due proportion of general charges. Against competition of this character it will become increasingly difficult for British industry to hold its own.

To turn to another point of view, viz., the extent to which we depend on foreign countries for our food supplies. The fact that this country is provisioned for little more than six weeks would undoubtedly constitute a serious danger in case of war. The recognition of this fact led to an agitation a few years ago for the

establishment of national granaries. It is idle to make preparation to meet invasion unless our food supply is assured. Invasion can only be possible if we lose command of the sea ; and if the command of the sea were lost our enemies could compel us to submit by starvation to whatever terms they might dictate. Three-quarters of our wheat imports come at present from foreign countries. In 1901 our total imports of wheat amounted to 70,000,000 cwt., of which Russia supplied, in round figures, 2,500,000, the United States 40,500,000, Argentina 8,000,000, and British possessions nearly 17,000,000 cwt. In the event of war with the United States the command of the sea would not ensure the maintenance of our food supply. War with the United States is a contingency which no Englishman cares to contemplate. But it is well to point out that, under present conditions, we are absolutely at her mercy. The Government would only have to prohibit the export of corn stuffs to the United Kingdom to compel us to submit. Canada alone is said to be capable of producing all the wheat required to feed the people of the United Kingdom. Australasia sent us in 1901 more wheat than Canada, and, as Sir Edmund Barton said in his speech to the Tunbridge Wells Farmers' Club, is a first-rate butcher's shop. Preferential duties, which would ensure the Empire becoming self-supporting as regards its food supply, have many attractions, not the least of which is that they would have a tendency to check the decline in the agricultural population of Great Britain and Ireland.

On the other hand it is asserted that British industry will be able to hold its own by increased efficiency on the part of British merchants, manufacturers, and workmen. The next five years will, I believe, prove to be the most critical in the history of British industry, and will settle the question one way or the other. It must also be borne in mind that a Commercial Federation which did not impose a tax on Russian and American wheat for the benefit of the Canadian wheat grower, and a duty on Argentine wool and meat for the benefit of the Australian and New Zealander, would be of little value to the Colonies. Taxes on food supplies and raw materials are open to the gravest objection. The Colonial Conference has gone as far as it is possible to go at the present stage in the direction of Commercial Federation. The most extreme Free Trader can have no objection to the Colonies reducing their tariffs on imports from the Mother Country, when they exact no pledge in return.

To turn to Defence. In the history of the Imperial Federation

movement nothing is more remarkable than the continuity of the idea that the most practicable step in the direction of Federation lies in a combination for defence. To deal with the question of Federation from this point of view would require a paper in itself. I have always held that the Colonies, in their present stage of development, cannot give substantial monetary assistance towards the general defence of the Empire, or, in other words, that no contribution which they can at present afford would substantially lessen the burden which the Navy and Army estimates impose on the British taxpayer.

At the recent Colonial Conference the following annual contributions to naval defence were suggested :—

	£
Australia . . . . .	200,000
New Zealand . . . . .	40,000
Cape Colony . . . . .	50,000
Natal . . . . .	35,000
Newfoundland . . . . .	3,000
Total . . . . .	£328,000

Even assuming that Canada agreed to contribute in the same proportion as Australia, the total contributions of the Colonies to the naval defence of the Empire would scarcely exceed £500,000. Such a sum does not loom very large in estimates which amount to over £80,000,000.

On the other hand, the Colonies might assist us, and assist us very materially, with men. For example, in spite of large increases to the permanent force, the *personnel* of the Navy, including reserves, is quite insufficient for our country's requirements; and there are many indications that a further increase in the fleet will be necessary. In 1896, when visiting Canada and Australia, I made an especial study of the possibility of drawing on the Colonies for the Naval Reserve. In the fishing and seafaring population of Canada and Newfoundland and in the merchant seamen of Australia there was clearly an abundance of good material. In 1897 and in the following years I advocated by every means in my power that this material should be utilised. Two years ago a small experiment was made in this direction in Newfoundland. The result appears to have been satisfactory, and it is gratifying to know that at the Colonial Conference it has been definitely decided to establish branches of the Naval Reserve in Australasia, as well as in Newfoundland.



It is, however, not only in this direction that the Colonies can assist in the matter of naval defence. Melbourne and Sydney have been made two of the most strongly-defended ports of the Empire, and Albany and Thursday Island have been protected from the raider, mainly at Colonial expense. The forts which defend them are manned by Colonial troops. Is it too much to ask Canada to follow the example of Australia and make herself responsible for manning the defences of Halifax and Esquimaux? Bases such as these—and with them must be included Durban and the Cape—which are rendered secure not so much by their forts and guns as by the fact that they have a large population behind them ready to resist the invader, are a valuable element of sea power, and a Colonial contribution to the defence of the Empire which must not be lost sight of.

On the Navy we depend for the defence of our shores from invasion, for the protection of our commerce, and for the security of our trade routes. The part which the British Army can play in war with any first-class Power except Russia and the United States is only a secondary one, but it is still important. It is our chief weapon of offence. With the assistance of the Navy, it must lend its energies to the capture of the Colonies and coaling stations of the enemy, more indispensable now than before the introduction of steam to the success of their depredations on our commerce. For a war such as that which we have recently waged in South Africa, the Colonies have shown that they can provide material of unequalled quality. Mounted infantry are probably destined to play an important rôle in other fields. Would it not be possible to raise regiments of mounted infantry in Canada, in Australia and in South Africa, one of the battalions of which would form the *dépôt* in its own Colony, whilst the other was serving in India or some other part of the Empire? Nothing could have a greater effect on the widening of the Colonial conception of Imperial responsibility in matters of defence than the fact that there were Canadians, Australians, and South Africans serving in peace time, as they have done so nobly in time of war, side by side with Englishmen, Irishmen, and Scotchmen, in all corners of the world. Such a step as that suggested may be in advance of Colonial opinion at the present time, but the Colonies can certainly, by keeping the military forces—which are now, and must remain, under their own control—efficient and properly equipped, render great assistance in the direction already indicated.

To turn to the constitutional aspects of Imperial Federation.

"If I am asked," said Mr. W. E. Forster, in 1885, 'How can the

Mother Country be kept united with her Colonies? ' I reply, ' By an organisation for common defence and a joint foreign policy.' And again, to the question, ' Why not leave matters alone? ' I reply, ' Self-government will end in separation if there be no such organisation.' " Exaggerated hopes were entertained in certain quarters as to the possibilities of the Conference of Colonial Premiers during the past summer. Such hopes were pre-doomed to disappointment. As pointed out over and over again by Sir Edmund Barton during his stay in this country, " It is only possible to advance so far as public opinion coincides in various parts of the Empire, and so far as it is compatible with self-government. If more is attempted the Empire will suffer loss." The decisions of the Coronation Colonial Conference are a most important advance in the direction indicated by Mr. Forster. It decided, subject of course to ratification by the various Parliaments concerned, (1) that the Colonies should take upon themselves a larger share for the burden of naval defence, and (2) that periodical conferences of premiers should be held, at intervals of not more than four years, to discuss questions of common interest. The Conference admitted the principle of Imperial Federation. These decisions are of great import for the future ; but they only represent the first and tentative stage in the desired direction.

Ever since I had the privilege of visiting our great Colonies and Dependencies, I have been convinced that the permanent unity of the Empire rests on two great principles of Imperial Government :— (1) The right of each part of the Empire which bears its fair share of Imperial burdens to a voice in the control of Imperial expenditure and the direction of Imperial policy. (2) The right of each part of the Empire to manage its own local affairs in its own way. The time will come ere long when these principles must be applied to the government of the Empire, for the simple reason that the burden of defence is becoming too heavy for the Mother Country to bear without the help of her children beyond the seas.

In 1892-3 the cost to the British taxpayer of Imperial defence amounted to some £35,000,000. In 1902-3 our naval and military expenditure, quite apart from the special expenditure on the wars in South Africa and China, had risen to over £60,000,000. All our expenditure for purposes of defence does not appear in the Annual Estimates. Under the Naval Works Act of 1902 no less than £27,000,000 is to be expended on the construction of docks and naval barracks, and the protection of naval ports at Gibraltar, Devonport, Dover, Hong Kong, Simon's Bay, and Bermuda.

Expenditure on defence is more likely to increase than to diminish. Owing to the large additions being made by Germany, Russia, and the United States to their navies, increased exertion on our part will be necessary if we are to retain the command of the sea. We have been passing through a period of great commercial prosperity, so that, until the imposition of the extra taxation necessitated by the war in South Africa, the increase in our national expenditure has been little felt. Prosperity cannot continue for ever. Trade moves in ever recurring cycles of prosperity and depression, and when the depression comes, as it must come ere long, we in the Mother Country shall begin to feel that the burden of defending the Empire is becoming too heavy for the taxpayers of these islands alone. When Colonies are in their infancy it is the duty of the Mother Country to charge herself with their defence, but our Colonies are now rapidly growing from youth to manhood. Their population and their resources are year by year increasing relatively to those of the Mother Country (a temporary exception must be made in case of Australia, which has been suffering from a drought of unprecedented severity and duration). It is not, I think, unreasonable to expect that before many years are past the Colonial taxpayer will be both able and willing to stand shoulder to shoulder with the taxpayer of the Mother Country. The conditions on which that help will be given were tersely put by Sir Wilfrid Laurier in the Dominion House of Commons on March 14, 1900. "If our future military contribution were ever to be considered compulsory—a condition which does not exist—I would say to Great Britain, If you want us to help, you must call us to your Councils." This demand can only be met by giving to every part of our Empire which bears its fair share of Imperial burdens a constitutional voice in the control of Imperial policy.

How is this to be done? It has been suggested that Colonial representatives might be added to the Privy Council, to the House of Lords, or to the House of Commons. None of these suggestions offer a satisfactory solution of the difficulty. The Privy Council and the House of Lords do not control Imperial expenditure. The House of Lords would hardly be a congenial atmosphere for the representative of a democratic community. The House of Commons does not deal solely with Imperial questions. What is to be the position of the Colonial representative in the House of Commons when, for instance, an English Education Bill is under discussion? It is, I believe, impossible, under our present constitutional arrangements, to provide for Colonial

representatives taking a part in the direct control of Imperial policy. Imperial Federation, therefore, implies a modification of the constitution for which public opinion is certainly not yet prepared, either in the Colonies or the Mother Country.

Australia has just established her Commonwealth Constitution. It is impossible to suppose that Australian statesmen will be prepared to make another great constitutional experiment until they have satisfactorily overcome the difficulties inseparable from the working of new constitutions, with which the Federal Parliament is confronted. In South Africa the efforts of statesmen and people must for some time be devoted to repairing the damages wrought by the long struggle now happily brought to a conclusion. Responsible government must be built up, not only in the Transvaal and Orange River Colonies, but in Rhodesia; and the Federal Government for South Africa, to which many South African statesmen were looking long before the recent troubles, must be established before South Africans will be in a position to discuss any proposal for Imperial Federation. While every Canadian for the past thirty-five years, and every Australian for the last two years, has lived under three Parliaments, each dealing with a distinct class of business, we, in the Mother Country, have been accustomed to the whole of our business, Imperial and domestic, being transacted in the Parliament which sits at Westminster. Our Empire has grown up and expanded under the ægis of that Parliament. The Government of Scotland, and the Government of Ireland, have been centralised in its hands. The population of the country has multiplied, and with the growth of population have come increasing demands for legislative and administrative action. Not until the British people recognise the impossibility of transacting the business of the Empire and of these islands with less machinery than 300 years ago, not until they appreciate that a distinction can be drawn between Imperial and domestic questions, will they be able to understand what is meant by Imperial Federation.

While Australians are getting their Commonwealth Constitution into working order, while Afrianders are laying the foundations of Federal Government for South Africa, we in the Mother Country have our part to play in the evolution of a more perfect system of Imperial Government. *The establishment of Federal Government in the United Kingdom is an essential preliminary to Imperial Federation.*

Such a proposal involves a great change in our constitution, and

it must be justified by very strong arguments. First and foremost of these is the fact that power is rapidly passing from Parliament to the Cabinet, and to the great Departments of State, owing to the overwhelming pressure of business in the House of Commons. This pressure arises partly from the growing prominence of Imperial questions which, though not receiving adequate attention themselves, have absorbed the energies of Parliament and the Government to such an extent as to throw questions of domestic and social reform into the background, partly from the competitive claims of England, Wales, Scotland and Ireland to secure a portion of the time of Parliament for the consideration of their special interests.

Let me give two illustrations of the way in which our Imperial business is at present conducted :—

(1) The Imperial Parliament is responsible for the government in India of three hundred millions of people, nearly a fifth of the human race. That is an enormous responsibility. And what is the amount of time devoted by Parliament to the consideration of Indian questions? At most one or two days at the fag end of a session.

(2) The control of national expenditure is amongst the most important, if not the most important, of the functions of the representatives of the people in Parliament. I have already alluded to the recent growth in annual expenditure. The growth in expenditure has not been confined to the Department of the Navy. It has affected every Department to a greater or lesser extent. During the past seven years the annual ordinary expenditure of the country has increased by no less a sum than thirty-five millions sterling. Some of this increased expenditure could, I believe, have been avoided had Parliament exercised its powers of control. But control cannot be effectively exercised when sixty-seven millions of public money are voted in three hours, or at the rate of some twenty-two millions an hour, practically without discussion. This was actually done on August 9 of last year. No stronger instance could be given than this of the impossibility of carrying on the business of the Empire under present conditions.

As regards domestic business, it is impossible to deny that the absorption of the time of Parliament on Imperial matters has tended to throw into the background such questions as education, housing, temperance, the relations between capital and labour, the problem of the aged poor, the decline of our agricultural population, the decline of the number of British seamen in British ships—questions which affect the people of this country in their homes.

This constitutes the solid basis of such anti-Imperialist feeling as exists in the country. The Little Englander attributes to what is vaguely called Imperialism what is really due to the congestion of business in Parliament. It is a feeling which is too widely held to be ignored by us who are Imperialists—and every member of the Colonial Institute is an Imperialist—and it is our business to remove the basis on which it rests, and to reconcile the spirit of democracy with the ideal of “United Empire.”

There are two other evils incidental to our present system of Imperial Government, to which allusion must be made:—

1. Imperial business and domestic business each require special training, special study, and special aptitudes. The training of the School Board, the County Council, or the Trade Union may be admirable for one who seeks to take part in domestic legislation; but something more is required from the member of a Parliament which deals with the great questions of Imperial and Colonial policy. To those who have travelled much in the Empire, the assurance with which some men speak on Imperial and Colonial questions, of which they have no special knowledge, is amazing. Nowhere has this been more conspicuous than in the treatment of the war in South Africa and its conduct.

2. Under present conditions, when an appeal is made to the country, Imperial questions and domestic questions are submitted to the electors in a confused issue. At the election of 1900 every domestic issue was subordinated to the one Imperial question—the war in South Africa. At some future election the converse of what happened in 1900 might take place. Some question of domestic policy might be to the front, and the party might be returned to power on that issue, which perhaps, in the opinion of the electorate, was the less qualified to carry on the government of the Empire. That is a danger to which Mr. Chamberlain alluded in a recent speech at Birmingham; and it is in my belief a very real danger to the Empire.

Let me illustrate what I mean. The Boers went to war trusting in two things: (1) foreign intervention; (2) the possibility of a change of Government and a reversal of policy, such as took place in 1880. Had an Imperial Parliament been in existence in 1899, the people of this country would have had accurate information from the representatives of Natal or the Cape Colony of the situation in South Africa, and there would have been none of that ignorance and misunderstanding which have been so fruitful a cause of evil in our relations with South Africa. It is my firm con-

viction that, had the Boers known that they had to deal with a United Empire, and that there was no chance of a reversal of Imperial policy, the war in South Africa would never have taken place.

Such then are the evils of our present system of government, and these are the reasons which are convincing men of all political parties that parliamentary government has broken down. Parliamentary government has broken down because we are attempting to deal, in one single assembly, with three distinct classes of business: (1) the business of the greatest empire the world has ever seen; (2) questions affecting the United Kingdom as a whole, such as those which in Canada are dealt with by the Dominion Parliament and in Australia by the Commonwealth Parliament; (3) the special needs of England, Wales, Ireland, and Scotland, which in Canada would be dealt with by the Provincial Parliaments of Ontario, Quebec, &c., in Australia by the Colonial Parliaments of New South Wales, Victoria, &c. No other country has ever attempted to carry on its business with such inadequate machinery. It is not attempted in Germany, in the United States, or in Switzerland. Two alternative remedies are suggested by the experience of other countries.

An Imperial Parliament, representative of the whole Empire, might be established, the existing Parliament confining itself to questions which affect the United Kingdom as a whole, and to the special interests of England, Wales, Scotland and Ireland. This remedy involves the degradation of our ancient and historic Parliament to an entirely subordinate position, and, for the reasons already given, it is a policy for the adoption of which neither the Colonies nor the Mother Country are yet prepared.

The alternative is for Parliament to hand over to subordinate legislative authorities what may be termed domestic questions, while retaining in its own hands all Imperial business, as well as all matters of common interest to the whole of the United Kingdom. It implies the creation of legislatures in England, Ireland, and Scotland (probably also in Wales), each having power to deal with their own internal affairs. The establishment of a federal form of government in the United Kingdom somewhat similar to that of Canada has, I believe, become urgently necessary. I advocate it, not only for the sake of Ireland or Scotland, but, to use Mr. Redmond's words, for the sake of England, for the sake of the English Parliament, and for the sake of the British Empire.

Not the least of the advantages of the establishment of Federal Government in the United Kingdom is that it affords a solution of

the constitutional difficulties in granting self-government to Ireland alone. I certainly do not propose to discuss that thorny Irish question, which is a perennial source of weakness to the Empire, and which can only be satisfactorily settled with the assistance of all political parties in the State ; but it is necessary for the proper understanding of our subject to refer to the constitutional objections to Mr. Gladstone's Home Rule proposals. The Home Rule Bill of 1886 excluded Irish representation altogether from the Imperial Parliament. In other words, Ireland was to be taxed for Imperial purposes, without having any voice in the control of the expenditure. If it had become law it would have violated one of the fundamental principles of the British constitution—"there shall be no taxation without representation." In the second Home Rule Bill the "in-and-out" plan was proposed ; but during the passage of the Bill through the House of Commons this method was shown to be so impracticable that it was decided to allow Irish members to sit in the Imperial Parliament for all purposes. The objections to this course were fatal from the English point of view, because it would have permitted Irishmen, while free to settle their own local affairs in their own way, to interfere in purely British questions.

The modern Home Rule movement, which dates from 1870, and which is associated with the name of Mr. Butt, was directed to securing for an Irish Parliament, "*under a federal arrangement, the right of legislating for and regulating all matters relating to the internal affairs of Ireland.*" Mr. Chamberlain, in the debate on the first reading of the Home Rule Bill of 1886, used the following remarkable words : "I shall look for the solution in the direction of the principle of federation. . . . It appears to me that the advantage of a system of federation is that Ireland might, under it, really remain an integral part of the Empire. The action of such a scheme is centripetal and not centrifugal, and it is in the direction of federation that the democratic movement has been most advanced in the present century." On the second reading of the Bill Mr. Chamberlain suggested, as an alternative Home Rule policy, "*the present constitution of Canada, not in the relations between Canada and this country*" (to which Mr. Gladstone and others had referred)—"those are the wrong lines, and lines against which I protest, and which mean separation—but in the relations *inter se* of the provinces of Canada and the Dominion Parliament. Those are the relations which I, for one, am perfectly prepared to establish to-morrow between this country and Ireland." History has proved that Mr. Chamberlain was right when, in



1886, he pointed to Federation as the true solution of the Irish question.

To sum up. The Coronation Colonial Conference has taken us as far as it is possible to go at the moment in the direction of Imperial Federation. All honour to the statesmen whose labours have carried us so far. The burden of the Empire is becoming too heavy for the Mother Country to bear alone. I admit that the Colonies are not yet in a position to tax themselves to the same extent as we are able to do for the common defence; and until they are in this position the question of providing for direct control by Colonial representatives of Imperial policy does not arise.

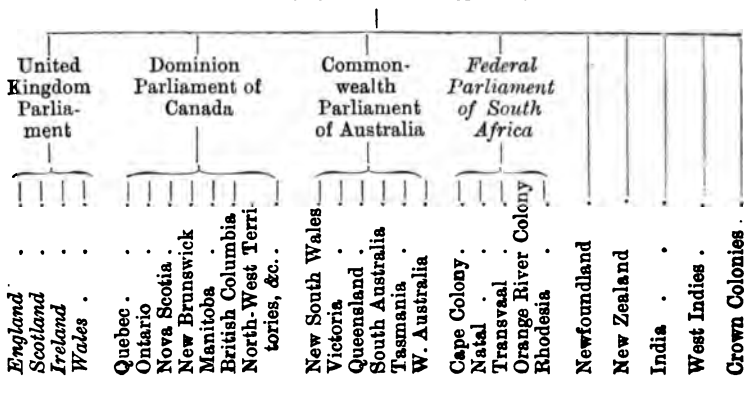
An Imperial Parliament, in which every part of the Empire will be represented, either by elected or nominated representatives, is the ultimate goal which we must ever keep before us. The ideal constitutional structure for the Empire is illustrated in the diagram. The steps necessary to complete the fabric are shown in italics. Whether it is possible to devise a satisfactory method of dealing with the business of the United Kingdom and the Empire in the same legislature, or whether the business of the United Kingdom should be carried on in a Parliament corresponding to the Commonwealth Parliament of Australia and the Dominion Parliament of Canada, and Imperial business in a Parliament distinct from any existing body, is a question which for the present may remain an open one. In the immediate future the Canadian, the Australian, the South African and the Briton has each his own work to do in creating or strengthening the four great federations on which Imperial federation will some day be built.

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## APPENDIX.

From the subjoined diagram the steps necessary to complete the constitutional structure of the Empire will be more clearly understood.

## IMPERIAL PARLIAMENT.



Note 1.—The United Kingdom Parliament is at present the Imperial Parliament, and as suggested in this article, and in the resolution which has been carried by a considerable number of Liberal Associations, will remain the Imperial Parliament till the Colonies are ready to bear their share of common burdens.

Note 2.—The establishment of local legislatures in the several countries of the United Kingdom, and of a Federal Government in South Africa, are, I believe, necessary precedents to the establishment of a true Imperial Parliament.

Note 3.—India and the Crown Colonies would be represented in the Imperial Parliament by nominated representatives.

Note 4.—Whether Wales has a separate legislature or is treated as part of England is a question of detail, the settlement of which should depend on the wishes of the Welsh people.

## DISCUSSION.

Dr. G. R. PARKIN, C.M.G.: It is with very great pleasure I am able, rather unexpectedly, to be present to-night, and to say a few words in connection with this discussion. The pleasure is exceedingly heightened by the fact that we have Sir Frederick Young as our Chairman, and Mr. Brassey as the reader of the Paper. To me as an old fighter in the cause of Imperial Federation they represent what I may call the Old Guard and the Young Guard; I think the description is justified. If you could have seen Sir Frederick Young last year, after he had passed his fourscore years

appearing suddenly on the horizon in Canada, and going from town to town addressing great meetings and gathering around him the leading public men for the discussion of this question, you would have said the Old Guard of Imperial Federation, like the Old Guard of the French Emperor, may die but does not surrender. In regard to Mr. Brassey, I take him as belonging to the Young Guard. I watch with great interest English public life, and I know no more curious example of the conditions of public life in England than as represented by him to-day. He has fought and lost three elections in this country, and adding together the majorities by which he has been defeated, you find they only amount to 115 in all in three large constituencies. For a man who, as far as he can, puts aside the Party politics of the moment, who places Imperial politics in the very forefront, instead of the things which rend passions in this country in the foolish way they do, such a record is almost unparalleled. Let me say to you who live in England that there is nothing which makes me so dissatisfied with existing conditions in our national politics when I come home as the average by-election in this country. You read, "This is going to be one of the fiercest contests for many years; such and such a Party is determined to concentrate attention on a particular clause of a particular Bill, say the 7th Clause of the Education Bill, and they are bound to elect or defeat a candidate on that particular clause." Now, think of that, think of one particular clause of one local Bill being put in the forefront of an election for an Imperial Parliament concerned with the government of four hundred millions of people. Can you wonder that, within the last few months, a conspicuous statesman of this Empire wrote to me that he would not like to say what he thinks of the House of Commons as an instrument for governing this vast Empire at the present time? And I agree with him. Now, on the subject of this Paper, I think Mr. Brassey is on the right lines. The only possible way in which this wide-spread Empire is ever going to be governed is by a process of devolution which, beginning at home, throws comparatively small matters which concern parts only of the Empire upon the people concerned, and which leaves great Imperial questions for the consideration of an Imperial Parliament. To-day a Government can be defeated on the question of tubes under London, or on a Water or a Gas Bill for provincial towns, while vast questions relating to India and affecting three hundred millions of people are relegated to a two or three hours' debate in a thin house. I have heard a Member discussing for twenty-five

minutes the question why the rat-catcher in Buckingham Palace is paid more than the rat-catcher in Windsor Castle. This in the Parliament of a great Empire! To an outsider, it seems absolutely ridiculous. But other ideas are coming into view. There are people who are thinking and dreaming about this great matter, and their dreams will gradually come true. Think what a single dreamer has done. Born in a small Rectory in England, Mr. Cecil Rhodes lived only forty-nine years and was actively employed in the business of life for only twenty-six, and yet in that time he added to the dominions of the Empire countries as big as France, Germany, and Austria put together. And now that he is dead he has projected himself on the whole future of the race by connecting his wealth with one of those fundamental ideas which mould the history of mankind. In the old days of struggling effort I used to think what a wonderful power it would be if a little of the wealth of England could be put into one great national idea, and now we have a dreamer coming from South Africa proposing to give it impulse by the consecration of his means to this high end. The example should be to all an inspiration and encouragement. A word to younger men. I was told at Oxford the other day, where for the last few weeks I have been studying the conditions under which these picked men from our Colonies are to get the benefit of Mr. Rhodes's noble philanthropy, that when last in Oxford he told them he might not have learnt a great deal while there but that he had read Aristotle. One sentence particularly had struck him, namely, that "The greatest happiness of life lies in the conscious pursuit of a great purpose." I say to our young men: If you want a great purpose—one that means something, one that has infinite possibilities—I recommend this idea of Imperial Federation, which is the largest political conception which presents itself to the world at the present time. Look at the map on the wall—observe the colouring both in the Old Continents and the New. Note especially the red over the continent of North America, with the power behind of a northern race, and also over the whole Island continent of the South. Then you will understand the vastness of the conception involved in the unification of the Anglo-Saxon race. It is, indeed, a large idea, which men like Sir Frederick Young started thirty or forty years ago. The lamp may fall from their hands but younger men will rise to take it up—those who are full of the fire and spirit of the new age. Every day new conditions are being created. I doubt if five hundred people in the United Kingdom knew all that was meant by the announce-

ment the other day that the Pacific Cable had been finished. It is a scheme which may be said to revolutionise the naval and military position of this Empire. Yet Sir Sandford Fleming and others had to work for years before they could induce the British Government to give the twenty thousands necessary to carry out the scheme, although, as the *Times* has said, it is easy to conceive conditions under which it would be worth twenty times twenty thousands of pounds to be able to send a single cablegram over it to a first-class man of war. I often think of Professor Seeley's saying, that we have got possession of one-fifth of the world in a fit of absence of mind. Even Sir Wilfrid Laurier says we Canadians must not be embroiled in the militarism of Europe. I frankly face him in Canada, and say that in these days of telegraphic communication and intertwining of national relations no people can stand apart from the great system to which it belongs. We Canadians with the growing commerce cannot expect to go on paying a fraction of a penny while you are paying pounds. At the same time, I say to you here in England, while we are forming opinion abroad, you must break down your crusted Conservatism; you must show your willingness to adapt your system to the new conditions. I said in Oxford the other day, "If you believe in yourselves, if you believe Oxford culture is a good thing, do not place yourself on a pedestal for the rest of the world to admire merely, but use your position to lift other people to the position in which you are." From this point of view I commend to your sympathy and consideration the subject to which my friend Mr. Brassey has devoted such earnest, assiduous and constant attention.

Professor W. HARRISON MOORE, B.A., LL.B. (Melbourne University): As I only arrived in London to-night, and did not know of this meeting until I was in the train at Dover, I owe you, perhaps, some apology for the informal manner of my appearance, but the fact that I am here on my first night in England after an absence of eight years is, I think, some earnest of my keenness upon the subject which has been brought before us. My interest in this subject has been greatly stimulated for some years past by the gentleman from whom we have had this Paper, more, perhaps, than by any other man I know. A few months ago this subject was under consideration at a meeting held in connection with the University of Melbourne, a meeting presided over by a gentleman whose name is familiar to you all, the present Governor, Sir George Clarke, who, although muzzled as a Colonial Governor is, addressed us on the question. The Paper was an extremely able one, but the newspapers

there took very small notice of the meeting in question ; and I may say that the Colonies, at any rate the Commonwealth of Australia, do not appear to be so particularly in advance as we are apt to think of the Mother Country in the interest taken in the specific question of Imperial Federation. I may say that I think there has been a good deal of misapprehension in England as to the exact significance of the Commonwealth which we established now nearly two years ago. It has been to a large extent hailed as a step towards Imperial Federation. A step towards Imperial Federation it very likely is, but I think it should be realised that that step was not consciously undertaken with that view, and you are not to suppose that the establishment of the Federal Commonwealth means that the people of Australia are anxious for Imperial Federation. At the same time I need hardly say that a great political achievement of that kind is bound to be a force one way or another in determining the future political relations of the Empire. One other thing (which is perhaps a little off the subject of the Paper) I should like to say, and that is as to the working of the Federal Constitution. You have no doubt heard that a certain amount of friction has arisen in the working of the Constitution, and you doubtless have heard that the enthusiasm with which the inauguration of the Commonwealth was received has gone, and that something like hostility has arisen. The change is very easily exaggerated and is very easily explained. It is, I think, a mistake to suppose that Federation was a matter over which Australia as a whole was enthusiastic. There was, of course, at the time a great deal of enthusiasm. The circumstances of the inauguration were auspicious, and were attended by a visit of Imperial troops, and that at a time when the loyalty of the people was in what one may describe as a passionate state. A little later there was the opening of the Federal Parliament and the visit of the Duke and Duchess of York, which was, I need hardly say, welcomed with the greatest enthusiasm from one end of Australia to the other. It was on things like that that the enthusiasm was centred, and you were most of you aware that Federation was accomplished only after a very severe political struggle, and that in some of the Colonies the forces were very closely divided. It was a popular movement, and was made popular mainly by the efforts of a few devoted enthusiasts, as indeed most movements are. Such was the situation. Then a large number of people had formed the notion, as is usual in such cases, that the event would be at once attended with enormous material benefits, and, of course, these benefits have not been and could not be realised at once. Because

the impossible has not happened these people are proportionately disappointed, and are apt to make a noise about it. Then there is a further fact which must be borne in mind, and that is that when you set to work to make a constitution you have by no means done all the work when the constitution is passed. A great deal remains to be done, and that is what the statesmen of Australia have been finding out during the last two years. Most of you remember Kipling's story about the ship that found itself. The ship was launched and set out to sea with jarring and warring bolts and screws and everything else, and not until the end of the voyage did these things come to work harmoniously together, so that what had been a number of unconnected parts ultimately was a ship. That is very much the case here. You had to bring together into a Cabinet a number of men who had not been accustomed to work together, a difficulty that was not made less by the fact that nearly every one of them had been quite recently Premier of his own Colony and accustomed to run his own show, and thus perhaps they found a little difficulty in settling down in that collective unity which we call Cabinet. Then you had to get together a Parliament which is entirely without traditions as a Parliamentary body. The two Houses had to come to some sort of understanding as to their relations towards each other. Then there remained the great question (which has yet to be settled) as to the relations between the Commonwealth Government and the States. As may be expected, the States Governments, which have been accustomed for so long to safeguard the interests of the States, don't readily realise the change which has come in their position. They don't quite realise that the Federal Constitution in itself contains provisions which sufficiently protect the interests of the State in those matters which are of Commonwealth concern, and that the States have a sphere of their own lying on the whole outside Commonwealth matters. Now we find in the relations of all these several bodies abundant material for friction, and friction there has been in plenty. It becomes a subject of newspaper comment. A number of people found out that things had not fallen out exactly as they had expected. But I may say with confidence it amounts to no more than that. It would be making a great mistake to suppose that Australia, as a whole, regrets the step taken two years ago. I certainly think in working out any scheme of Imperial Federation the most important thing to bear in mind, which will greatly ease political differences, is that of the maintenance of the sovereignty of the Imperial Parliament, and that in any scheme of devolution the model should

be that of the Canadian Constitution rather than that of the Australian Constitution—that the residuary power should be retained in the hands of the Imperial Parliament ; and for my own part, I think that residuary power should be in point of law as complete and undivided as the power of the Imperial Parliament is to-day. I think we can develop conventions or understandings which, while retaining to the Imperial Parliament an undivided and unrestricted power of legislation, will in actual practical working keep the exercise of that power to Imperial matters.

SIR CAVENDISH BOYLE, K.C.M.G. (Governor of Newfoundland) : How a person like myself who, as Mr. Moore says, has *ex officio* a gag in his mouth is competent to speak on a subject of this sort is more than I can tell. However, of all the great questions that have ever come before us I think I may be permitted to say that this is the greatest. It is even greater than the great “combine” of the worthy millionaire, Mr. Morgan. That Imperial Federation is some day to be accomplished (and perhaps sooner than Mr. Morgan’s “combine”) is as certain as that you are sitting there. The greatest hope for Imperial Federation lies, I think, in the fact that every Colonist thinks of these islands as his “home.” I know, from the experience of a quarter of a century among some of those portions of the globe which on our map are coloured red, that there is no stronger feeling actuating the heart, and the mind, and the thought of the British Colonist than the knowledge that he can call England “home.” If a man thinks of this United Kingdom as “home” he will put his hand in his pocket to furnish that “home” with what is necessary. I wish that the English people would go out to the Colonies more frequently. They are always sure of a warm welcome. We have heard to-night about the great scheme, the arrangement of which Dr. Parkin has in hand. I do not believe any grander idea ever entered into the mind of man than that which took possession of the mind of Mr. Rhodes. It is at the same time one of the steps towards Imperial Federation ; and if the scheme, as I feel sure it will, is to be Imperially crowned with Imperial success, that crowning and that success will be due to the labours of the living men to whom it has been entrusted. I believe that we are all here united in the idea of having a United Empire. That is all we ask for, and there (pointing to the Chairman) sits the man who has given the best years of his life to the furtherance of that idea.

SIR JOHN H. PULESTON : I desire to express my great admiration of the Paper which has been read to us this evening, in which the



various important points in relation to the subject were put before us in a concise and forcible manner. The question of Imperial Federation is a very large one. It is because it is so vast a question that its accomplishment seems so difficult, but it has had a very good start, and it is gratifying to know that the movement is making headway. To whatever party we may belong in the politics of this country I think we all owe a deep debt of gratitude to the Colonial Secretary, who has succeeded in bringing the Mother Country and the Colonies so close together. He is about to establish a precedent by going himself to South Africa. That is a step which at some future time may be followed as regards other parts of the Empire. The visits of the Premiers and Governors of our Colonies to this country are always welcome, and in like manner no doubt they will welcome the visit of one of our Ministers in the person of the Colonial Secretary. In conclusion, I will only urge that we can all do something to forward the great movement which has been so ably advocated by Mr. Brassey to-night—though it is useless to attempt in the short space of time here to discuss, as they ought to be discussed, the several important questions referred to in Mr. Brassey's Paper as having a direct bearing on Imperial Federation. Perhaps we may not be in full concurrence on every point, but I am sure we are all agreed that the Paper we have listened to is of the greatest interest, and an important contribution to the great question now, happily, before the country.

MR. GEORGE BEETHAM (New Zealand) : I rise merely to express the gratification with which I heard the Paper read by Mr. Brassey and also the able speech of my old friend Dr. Parkin. I trust that I am entitled to consider myself one of the Old Guard in this movement, for I am proud to say I was one of those who originally took up this great question of Imperial Federation in New Zealand, at a time when the question, as far as the Colonies were concerned, was perhaps somewhat in the clouds. Certainly I yield to no one in my wish that Imperial Federation shall become an accomplished fact. I heard with great interest Dr. Parkin's remark that he was not quite at one with Sir Wilfrid Laurier in his view about the contribution to the Naval Forces of the Empire, because I know Dr. Parkin's force and what he is thought of in the Dominion, and I am quite sure his idea will eventually permeate very largely that great division of the Empire. I was pleased also to hear what fell from Sir Cavendish Boyle. I am sorry that he should have felt himself muzzled ; if it had not been

so, he could have told us much about the position of the Colony he represents. I am connected with New Zealand and he is connected with Newfoundland, which are both as yet outside any system of Federation, but I think those who have had the pleasure of meeting our energetic Premier, Mr. Seddon, will know that he has a heart large enough to embrace in some form of Federation the whole of the Pacific Islands if he had the opportunity, and he has this idea as well—that he and his fellow Colonists of New Zealand have the capacity to govern them well and properly. On the question of our food supplies, the lecturer touched on what might happen in case we had a quarrel with the Americans, but I should hope that we are not going to starve if the Americans ever do declare war upon us. I think our Colonies would surely be able to come to our assistance and supply our necessities provided we keep command of the sea. I cordially thank the lecturer and those who have addressed us on this important subject. I am convinced the more the question is discussed the more we shall come to one conclusion, and that is that the safety and welfare of the Empire will eventually be found in some form of Imperial Federation.

MR. H. DE R. WALKER : I should not have risen to speak but for the fact that I have been associated with Mr. Brassey in this movement. I wish to point out that it is not the first time that a scheme of Federal Government for the United Kingdom (or Home Rule all round, for why should we hesitate to use the word ?) has been advocated before the Fellows of this Institute. It is distinctly interesting to note that a political student like Mr. Brassey should have arrived at much the same conclusion as Canon Dalton, who read a Paper here some months ago, after accompanying the Prince and Princess of Wales upon their tour round the Empire. I would urge that for our own sakes, at home, we want the division of labour suggested in this Paper, even were there no wider reasons, in order that our domestic business may be more effectively conducted. It is not, however, a matter that solely affects ourselves ; it affects the Empire as a whole, which must suffer when, in our over-worked Parliament, Imperial and domestic interests jostle each other for precedence. And then there is the perennial Irish question (perhaps eventually to be solved upon non-party lines) which also is not solely a problem of the United Kingdom. We must not forget that there are thousands of Irishmen in Canada and Australia who are not only loyal to the place of their adoption, and to the British connection, but who are strongly convinced of the justice of giving to Ireland a large

amount of that self-government which has brought to them prosperity and contentment. And it is because a general measure of devolution within the United Kingdom, while achieving this object, would not impair the supremacy of the Imperial Parliament, and, at the same time, would pave the way for the introduction into it of representatives from Greater Britain, that we commend to you the combination of the two projects of Federal Government for the United Kingdom and for the Empire.

MR. ROGER C. RICHARDS : As a Manchester Liberal and one who is proud to belong to what is called "the Manchester School," I could not allow this meeting to separate without a protest against the slur which, as I think, has been somewhat hastily cast on that school by Mr. Brassey. I cannot see anything in the teachings of the Manchester School at all inconsistent with the greatness, the expansion, the freedom, and the consolidation of the Empire. I go further and say that, but for the teachings of that school, one very important element of which was, that you must give to your Colonies the full rights of self-government, you would long ago have lost your Colonies. I could even point Mr. Brassey to a resolution which he himself would be willing to accept and which I proposed twenty-five years ago, to the effect that whilst the different parts of the Empire should have a full measure of self-government in their administration, matters affecting the Empire should be under the control of an Imperial Parliament elected for that purpose. I was even rash enough to contend that the separation between England and America was a great mistake, inasmuch as they possess those bonds which make for the consolidation of Empire, viz., unity of race, unity of creed, unity of political aspiration, and unity of interest. In relation to our Colonies there exist unity of race, unity of creed, and partially unity of political aspiration, though no one will contend that there is any desire in the Colonial mind for a House of Lords or a State Church. The fourth, unity of interest, is the difficulty. How does Mr. Brassey propose to meet it? What he said upon this savoured very much of protection. I am certain unity of interest will never be brought about by anything in the direction of protection. If Mr. Brassey did not mean that, he used very misleading language. Has Germany's protection built up her Colonial Empire? Has it done so for France? What does protection mean there? It means the sacrificing of the Colonies for the supposed benefit of the Mother Country. (Cries of "Question, question.")

THE CHAIRMAN : We are not on the great question of free trade

and protection. It would be quite impossible at this hour, even if it were in order, to begin the discussion of that question.

Mr. RICHARDS: Of course I bow to your ruling, but like Mr. Brassey I was alluding to this topic in passing. I am rather sorry that Dr. Parkin should have sneered at the question of education.

Dr. PARKIN: I certainly did not. I was referring to the absurdity of electing an Imperial Parliament on a particular local question.

Mr. RICHARDS: I am perfectly confident we shall never retain our Colonies and have a great and consolidated Empire unless our children are well educated on the broadest and most free lines. While I have made these remarks, and dissenting from some of his views, I wish to thank Mr. Brassey for his Paper, and to say that I entirely concur in his aspirations for a closer union of all parts of the Empire.

The CHAIRMAN: I will now ask you to give a hearty vote of thanks to Mr. Brassey for his very able and interesting Paper. In reference to the remarks Mr. Walker has made, I would say that on these occasions we desire as much as possible to have free discussion, but we have a rule that we shall not discuss what are called party political questions. No doubt the questions we sometimes have before us are national political questions, and they cannot therefore be altogether excluded from the political arena. It is for the Chairman to say how far the rule is being observed, and if speakers go too far on party lines, to step in, but, within these limits, I am always for as wide and free a discussion as possible. Reference has been made to "the Manchester School." That is a large question. We should first have to define what we meant by "the Manchester School." I myself must confess that I never have been one of any school that would say that the strength of the Empire lies within these islands alone. It is spread over the whole Empire. One of the greatest advantages connected with the Papers read at this Institute is the very interesting discussions that ensue, and we are especially indebted to Dr. Parkin and Mr. Moore for their contributions to it to-night. The Royal Colonial Institute happily offers a platform for gentlemen of different opinions to discuss many subjects from their own point of view, but who are all united in the wish to support the great interests of the British Empire. With regard to the kind allusions which have been made to myself, it is of course well known that I was a pioneer in this question of Imperial Federation, and that I have devoted many years of my life to the endeavour to promote it. By a sort of instinct I felt many years ago that it would be a right thing that we should

unite the Empire by a political as well as a commercial and social union, and, in the latter part of my life, I am glad to be able to cherish the hope from what is taking place around us that that movement is in a fair way towards the fruition I have longed for, and to its ultimate attainment in the course of time.

The Hon. T. A. BRASSEY: I am very much obliged to you for your vote of thanks. Before replying to various criticisms, I should like to say, sir, how much I appreciate your presence in the Chair and the presence on this platform of an old friend, Dr. Parkin, with whom we have fought many a battle for Imperial Federation in the days when the cause was less popular than it is to-day. I am glad to see also Professor Harrison Moore. He made one remark which I was glad to hear, and that was that the Federal Government in the United Kingdom (which will be established before long, mind you) ought to be on the Canadian line, rather than on the lines of the Commonwealth of Australia. I did not suggest that the Australians, when they decided to establish the Commonwealth Parliament, did so with a view to promoting the unity of the Empire. They established their Commonwealth Parliament because they thought such a Parliament was necessary for the best interests of Australia. It is, however, none the less in my judgment a step in the direction of Imperial Federation, just as I believe that the Federation of South Africa and the Federation of the United Kingdom are also necessary preliminary steps to Imperial Federation. Mr. Beetham did not quite understand what I said with regard to our dependence on the United States for our food supply. I pointed out that under present conditions we should be absolutely at the mercy of the United States in the case of war. If you will consider the figures I read to you, you will see that our imports of wheat last year came to 70,000,000 cwt., 40,500,000 of which came from the United States, and 17,000,000 only from British Possessions, and I said further that one of the strongest arguments in favour of commercial federation was, that it might make the Empire self-supporting as regards its food supply. The Colonies could not possibly make good next year or the year after any deficiency which might arise in case the supply from America was stopped. In course of time no doubt they might do so, for I believe the North-West of Canada is capable of producing the whole of the wheat required to feed the people of the United Kingdom. In reply to Mr. Richards, I did not for one moment suggest that Imperial Federation depended on the commercial federation of the Empire, and to charge me with that suggestion

shows an inadequate appreciation of what I said in my Paper, the argument of which I think is perfectly clear, that the establishment of Federal Government in the United Kingdom is a preliminary step to Imperial Federation. I will now ask you to give a hearty vote of thanks to the Chairman.

The motion was passed with acclamation and the proceedings terminated.

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AN AFTERNOON MEETING was held in the Library of the Institute on Tuesday, November 25, 1902, when Lady Hamilton read a Paper on "Some Recollections of Tasmania Before Federation." Sir WESTBY B. PERCEVAL, K.C.M.G., presided.

The CHAIRMAN said that Lady Hamilton was personally known to many present, and, by reputation, to all. She had had special opportunities of judging of Tasmania and its people. She was the wife of a most distinguished Governor, Sir Robert Hamilton, and had resided in Tasmania for several years. He then called upon Lady Hamilton to read her Paper on

### SOME RECOLLECTIONS OF TASMANIA BEFORE FEDERATION.

It is recorded that "The sea hath her pearls," and Tasmania has aptly been styled "The pearl of the Southern Seas." The island is so lovely that she fairly steals your heart away at first sight.

After a six weeks' voyage round the Cape, the vision of her magnificent headlands, Cape Pillar and Cape Raoul, as the vessel enters the Derwent is very fine. The organ-pipe formation of the rocks strikes one as similar in structure to the Giant's Causeway. The luxuriant land in cultivation almost to the water's edge, the sweetness of the air, the bright sunshine, the healthy strong beauty of the island scenery, seem to give at once a sense of satisfaction. A feeling of gratitude arises in one's heart that a land has been made so fair for the Saxon race, and that "Greater Britain" is so beauteous a Britain! Our kinsmen have made Tasmania. They have formed her society, her government, her tastes, her hopes, and her aims from their manly English souls fresh from the Mother Country which they still tenderly call "home."

Tasmanians preserve all those delightful traits of family likeness of which Englishmen are so proud. They appear to possess a greater ability for handiness and flexibility, and a greater power

perhaps of endurance. Firm of purpose, they have freedom of action and attitude, probably born of their lonely communings with greater spaces of nature and less conventional surroundings.

Tasmania is about the size of Ireland. It is sixteen hours' steam to Melbourne from her capital of commerce, Launceston, and three days' steam from her capital of Government, Hobart, to the New Zealand Bluff.

Tasmania has perhaps the finest temperate climate in the world ; like the best of English, Irish, Scotch, and Welsh summers. In Hobart, on account of the sea breeze which swells up refreshingly at noon or about two o'clock, but rarely postpones its coming until midnight, it behoves the stranger to keep a wrap handy. The nights are cool, and life is always worth living from a purely physical standpoint. If the grey hairs did not arrive as a warning to say that age was coming, we seem each year to grow younger and more full of vitality. It is said that "no one dies in Tasmania," and even if the Death Angel chanced to gather you in while there, I think to be laid in God's acre in Hobart, situated as it is on a point of land overlooking the Derwent, no lover of nature, no sportsman, no soldier would but reckon it a congenial spot. There is a curious absence of harshness and roughness in everything Tasmanian, only a primitive simplicity and a naturalness which seems to bring us nearer Heaven.

Government House, Hobart, is a comfortable and beautiful house. The ball-room is able to contain with ease 600 to 700 guests, and the supper-room will seat about 50 at a time. The dining-room ceiling has the arms of England, Scotland, Ireland, and Wales carved upon it in relief and beautifully coloured. The drawing-room ceiling is in Henry VII. style, and a tiny room beyond it has had its walls and ceiling delicately painted by an artistic French convict. The ball-room opens on to a broad stone veranda, where the flowered terraces lead your eye to the Derwent and across her waters to the soft blue forest of gums with Mount Direction and the purple hills melting into the skyline. The largest bedroom has two bay windows facing landwards and seawards, and was called "the Duke's Room," after the Duke of Edinburgh, who once slept there. Someone said that half a mile of walking was done while getting up in it every morning—it was so spacious.

The Botanic Gardens adjoin Government House Gardens, and the two together measure something like a hundred acres. Every flower and shrub that is not tropical grows there in perfection out of doors.

The ordinary gum, though of a soft grey green hue as to foliage, shows in its tree stems quite a brilliant red when the bark is peeling off in long ribbons, for there is colour to be found everywhere in Tasmania, if you possess the seeing eye. There is, however, no great autumn glory of gold like Swinburne describes in his "Palace of Pan" which can be seen well illustrated at Berkhamstead or Dorking this November. Yet here we have no wattle groves like Tasmania—those sweet-scented bowers of pale golden blossom. However, between the hop-fields at Glenorchy and some of the Kentish hop-fields there is little to choose. The St. Helena willows all came it is said from Napoleon's grave, and they give warmth to many a landscape in autumn, and a tender green in springtime which contrasts strongly with the dark pine trees. The Scotch firs take kindly to the soil wherever planted and grow more quickly than their English neighbours, such as oaks, chestnuts, Spanish chestnuts, and limes.

Tasmania is a paradise for the followers of the gentle art of Isaac Walton. The cucumber mullet, a delicate fresh-water fish, affords the angler sport alternately with the brown trout and salmon trout. The salmon ponds at New Norfolk are beautiful to look at, and are most perfectly kept. They continue the work of salmonising Tasmania, begun by Sir James Youl with the help of Frank Buckland, and carried on later by Sir James Agnew, under the advice of Sir Thomas Brady, of the Irish Fisheries Board.

The late Sir Robert Hamilton caught a record trout, spinning with a line in the Huon River, weighing 29 lb. But as a rule the big catches are from the Great Lake. This entails a rough journey inland to reach the lake, and when there, it means sleeping in a hut with a mud floor, while all the provisions have to go up with the rods, a shepherd or two being the only inhabitants for many a long mile in these regions.

The sea fish good for eating are oysters, the trumpeter, the silver trumpeter, the rock cod, perch, mullet, sole, and flounder; but their brethren and kinsfolk which are not eaten are of most curious forms and colours, and would take a paper to themselves.

The animals peculiar to the country are the kangaroo and wallaby, the Tasmanian devil (*Sarcophilus ursinus*), the Tasmanian tiger-cat (*Dasyurus maculatus*), the platypus (*Ornithorhynchus paradoxus*), the black and grey opossum, and the ringtail opossum. The snakes are many and poisonous, and you learn to walk in the country with your eyes downwards, ever on the look-out for snakes. Quail and plover may be shot, and also the wattle bird. This



last is extremely good eating when skinned, and well and slowly stewed literally "in his own juice" for many hours, and then potted as a breakfast dish.

The fallow deer were imported, and there are a few wild head occasionally found; but the herds seem not to have been kept together in anyone's park of late years, though that was the idea of the early settlers whose ideal of life was that of the English squirearchy. But convict labour at £5 the year is now only a tradition, and large families and the consequent splitting up of capital, with the increase of wages to at least ten times five pounds, has altered everything. Therefore to live in style like an English landowner means a heavy rent roll, which can hardly be made out of the land, but which must be supplemented by mining or business.

In Tasmanian country life, tastes have to be simple, and homes are quietly maintained with as few servants as possible; the well-turned-out carriage or trap, and the well-bred, well-groomed horses, being the only taste indulged in to the full. Boat-sailing, hunting, racing, and coursing are natural instincts in the Tasmanian. Race meetings in Tasmania and cattle-shows in Tasmania mean a holiday in the district and a first-class enjoyable outing for every man, woman and child.

Tasmania is a self-governing State. The King's Representative opens Parliament in person and reads the King's speech. All is done decently and in order in both the Upper and Lower Houses very much the same as at St. Stephen's. The social life of the people is generally happy and contented in tone; worth, and not wealth, being the standard.

Tasmanians are not a demonstrative people—save in welcome to guests and Governors, which they give right royally. Their own troubles they bear with the dignity of patient silence. We were with them when typhoid carried off their dear ones, we were with them when banks broke and they lost their savings, but they met both tragedies with a quiet courageous attitude and in controlled silence. To them Adam Lindsay Gordon's lines are applicable:—

Life is mostly froth and bubble,  
Two things stand like stone,  
Kindness in another's trouble,  
Courage in your own.

The primary education in the State Schools is excellent, but the Secondary Schools come far behind. There was no University in

our day, and there certainly did not appear to be any need for one. It seems far better to let the young men and maidens have a chance of mind expansion in the experience that going to Melbourne or Sydney would afford. Mr. Rhodes' Scholarship I trust may soon be arranged for Tasmania, and his delightful idea of what the education of a man means will be illustrated worthily by his first Tasmanian scholar, whom I hope I may live to know.

In Launceston there was a condition of ideal citizenship; everyone cared for the success of things as a whole, and small differences were sunk to make public affairs go! The Exhibition there was most successful, and I believe I am right in stating there was no deficit. Launceston had no Government House, but our visits were always interesting. I may be allowed here perhaps to pay a tribute to the late Archdeacon Hales, who spent a great part of a long life there. His integrity and simple fine life was a possession for his fellow townsmen, and they thoroughly valued him.

The ideal Colonist of our time was Sir James Agnew. He began life doctoring the bodies of the people of Hobart, and making a fortune through Mount Bischoff, the wonderful tin mine, he became Premier of the Colony and prescribed for the cultivation of the minds of the townfolk. He left his son to reside in the country and breed race-horses, and race; he himself lived quietly in Hobart. He came occasionally to England, carrying back art treasures, of which some specimens found their way into the Museum as a gift to the Colony. A beautiful statue of "Medusa," with his pictures, he bequeathed to the Royal Society which was founded by Sir John Franklin. Sir James Agnew stands out in strong contrast to the type of unpatriotic Colonist who bleeds the Colony of her wealth and then spends it in London or elsewhere.

The literary and artistic taste of Tasmanians has come to the front in Mr. Piguenet, the well-known artist, and in Amy Sherwin, the "Tasmanian Nightingale." This very year a Tasmanian girl has won the Royal Academy Scholarship. But living under such sunny skies, breathing such sweet, fresh air, and seeing such a beautiful world every day and all day long, Tasmanians are bound to be heard of in art, music and literature.

"On the Veldt," by Major Lewis, is a clear history of his experiences in South Africa—mainly with the C.I.V.'s. Alas! It is only published in Hobart, but it plainly shows the stuff the Bushmen were made of, even if Lieutenants Bisdee and Wylly had not each won a V.C. But a striking instance of Tasmanian pluck and capacity occurred towards the end of the Eighties. All hands on

the mail steamers struck, and the young men of Hobart and Launceston, irrespective of class, manned a small steamer and carried the mails to Melbourne. Their vessel was cheered all her way up the Yarra. It was a matter of three or four weeks before a settlement was arrived at, but still the mail steamer went to and from Melbourne, every hand's turn being done by her scratch crew—even to her own coaling. To those who know the tossings which can be experienced on the “rip,” and the dangers of a rock-bound coast, it was a plucky thing to attempt and a finer thing to achieve skilfully.

Of the prize merino sheep bred in Tasmania there is no time left to tell, or to go into the question of the tin mines, the silver mines, the lead mines, and the gold mines.

Into the early history of its people and its Governors there is no space to enter now, or to describe in detail the local charities, excellent hospitals, and public institutions.

A half-hour paper can only skim the surface of the story of Tasmania, which is all too short for me! Having fallen in love with her on landing, I remained deeply in love for six years while living there, and, after eight years of absence, I find myself still her lover and friend, and I hope those who have been kind enough to listen to this Paper will feel with me that she is indeed a “delight-some land.”

#### DISCUSSION.

The Hon. ALFRED DOBSON (Agent-General for Tasmania) expressed his gratitude to Lady Hamilton for the manner in which she had treated a very interesting, and to her congenial, subject. It was gratifying to know she still retained an affection for the little Island Colony. He remembered having had the pleasure of living in Tasmania under the reign of Sir Robert and Lady Hamilton. Sir Robert was a remarkable man in many ways, a man of great ability and a wide knowledge of affairs, while, as to Lady Hamilton, he might say that, not only did she dispense the hospitality of Government House in a most delightful way, but she was the pioneer and leader in a great many matters affecting the educational, moral, and other interests of the Colony. The scope of such a Paper was necessarily limited. It was entitled “*Recollections before Federation*,” but having regard to all the pleasant things that had been said about Tasmania, he thought he might claim that what had been said was quite as true of Tasmania after Federation as before. For instance, no Federation could rob the island of its superb climate,

and its great natural beauties, and its many attractions. Tasmania was just as pleasant a place to live in now as before Federation. As to the merino sheep of which Lady Hamilton had spoken, the audience might be interested to know that there were no more valuable sheep in the world than those bred in Tasmania. The flocks of Australia were, no doubt, the largest in the world, but the climate being warm, very hot in some parts, the wool in process of time deteriorated. It had therefore been found necessary to resort to the merino sheep which were bred in Tasmania, and accordingly these sheep were sent twice a year to Melbourne or Sydney, and were eagerly bought up by the great pastoralists to improve their flocks. One sheep called "President," a merino ram, whose death has been lately recorded, was sold under the hammer for £1,600, and later again came under the hammer and fetched over £1,000, these being record prices. He did not think he could say the farmer's lot in Tasmania was very much better than in other parts of the world. He did not think there were fortunes to be made in farming anywhere just now, but the man who had a moderate capital, had learnt something of his business, and was willing to work hard, had he thought very good prospects indeed in Tasmania. In olden days, in all parts of the world, the farmer and all his family used to work, but unfortunately now the young ladies, that was to say the daughters, were taught to play the piano, and rather did that in many cases than engage in the occupations of the dairy, &c. As regards Federation, he might say that unfortunately the Colonies, when they first went into that scheme, thought Federation would be a panacea for all the evils which existed. Naturally disappointment had come and, although this might have been foreseen, the disappointment was none the less bitter. It was to be hoped, however, that in time things would find their level, and one felt morally certain that the Australian Colonies would be in a far better position under Federation than as separate units, fighting against each other and not having that union which was strength. Already three States had talked about secession, but in New South Wales the idea was laughed out of the House; in Tasmania only two members voted for it, and in Western Australia, where the question was on the notice paper, the would-be mover had not the pluck to come up to time and the motion lapsed. The Federal Parliament had taken a large portion of the Customs duties, returning only about three-fourths to Tasmania. In that way a heavy deficit had to be made up. It had also taken into its hands the administration of the Post Office, so that all the profits Tasmania

used to make from that source were now absorbed by the Federal Parliament. The shortage of revenue had to be made good by some form of direct taxation. On the other hand, some of the necessities and comforts of life were not now taxed at such a high rate, while there was free trade between all the States, giving Tasmania a very fine market for her jam, timber, sheep, fruit, and other produce. These were some of the advantages. The terrible droughts that unfortunately affected the mainland of Australia did not obtain in Tasmania, so that while the mainland was so dried up that sheep were dying in hundreds of thousands, in Tasmania no such difficulty had arisen. He hoped devoutly that these droughts would speedily come to an end. He thought they must all have been pleased with Lady Hamilton's account of social life in Tasmania. Lady Du Cane used to say the place was quite perfect, "only that it was a little too far from town." The distance was not such a great drawback in these modern days of postal and cable communication and speedy locomotion, and he was sure Tasmania offered every advantage, not only for those who wished to obtain a living by farming or other kind of industry, but those who wished to spend a happy and quiet life.

Sir T. FOWELL BUXTON, Bart., G.C.M.G., expressed the great pleasure with which he had listened to the Paper. It was his good fortune, while Governor of South Australia, to pay a visit to Tasmania for a limited number of days, and he could assure the meeting that nothing that had been said in the Paper in the smallest degree exaggerated the impressions he derived from his visit. He was greatly struck with the beauty of the orchards and gardens. In the course of his journey, he visited some of the forests where the splendid gum trees of different sorts were cut down and worked into timber. He should be glad to know whether, as he was told was likely to be the case, this industry was prospering. One impression he brought away was that the Colony had something to gain by economising in the expenses of Government. Of course Federation would lead to greater expense in some directions; that must inevitably be met by greater economy in the Government of each State, and he suspected there was room for considerable economy yet. He could not, as he had said, but think that, considering the population and revenue, the Government of Tasmania was expensive to a degree which might easily be contracted.

Lady Fox Young observed that mention had been made of the patriotism of somebody who introduced rabbits into the island. Two other examples of patriotism had proved rather disastrous.

One was the introduction of the sweet-briar, which had taken possession of enormous tracts of country, and defied all efforts to destroy it. Another example was the introduction of the thistle by some patriotic Scotsman. She believed that miles of country were given up to this weed, and nobody could succeed in uprooting it. She did not know whether the people of Tasmania were to be reproached for any want of energy, but she might mention that when she was there a discovery was made of cement that was supposed to be of enormous value. It was brought to England and tested, and was said to be equal to the best Portland cement. She had not heard whether anything had come of the matter.

Mr. E. T. SCAMMELL, referring to timber, suggested that something might be done to help the industry in this country by recommending the use of some of those splendid timbers which Tasmania produced. Some Tasmanian piles were being used in the harbour works at Dover, but there were other ways in which he thought the industry might be encouraged. There was a great wealth of forest in Tasmania which only needed to be thoroughly developed to become a valuable asset to that State.

Mr. W. HERBERT JONES said, with regard to the Scotch thistle, the fact came to his knowledge that the farmers in Waikato discovered that the best way of dealing with them was to leave them absolutely alone, and, in process of time, they run themselves out. He had been five times in Tasmania and could corroborate what had been said regarding its mineral wealth. For its size Tasmania might be said to be the wealthiest country for minerals in the world.

Mr. CHARLES PHARAZYN testified, as the result of his experience, that the root of the thistle went deep down, and in course of time the weed helped to fertilise the soil. If he were beginning in a new country he did not know but what he should take with him a large supply of Scotch thistles.

The Hon. ALFRED DOBSON reminded the meeting that, having regard to the short time allotted to each speaker, he had not attempted to enumerate all the resources of Tasmania. No doubt there was a big future for the timber, mining, and fruit industries. As for the mining, if somebody would only put up the price of metals a little, he believed that the island would be a very wealthy community. With regard to the thistle, he believed that the variety that really did harm was not the Scotch but the Californian thistle. Unfortunately, the latter spread its roots in a lateral direction, and once it got a footing in the soil, was extremely

difficult to eradicate. This pest, however, had been well coped with by legislation.

Sir FREDERICK YOUNG, K.C.M.G., recalled how, when he was engaged with Mr. Edward Gibbon Wakefield in founding the Colony of New Zealand, he used to hear the attractions of Tasmania painted in the most glowing colours, as regards both its climate and resources. He also remembered how the island was famed for the beauty of its ladies, a characteristic which he believed belonged to the present generation also. Tasmania was famous for the production of very fine apples, but he had heard more than one person complain that the fruit obtained in shops under the name of the Tasmanian apple did not quite come up to expectations. It seemed to him that there must be some fault in the packing or in course of importation, and that every effort should be made to send the fruit to this country in perfect condition.

The CHAIRMAN proposed a vote of thanks to Lady Hamilton for her Paper, which, he said, was not only well written, but extremely well rendered. The discussion had been interesting. The reputation of the Scotch thistle had certainly been vindicated. He could endorse the statement that the Scotch thistle was by no means an evil, being, in fact, a good fertiliser; the real curse was the Californian thistle. The sweet-briar, broom, and gorse were more curses than blessings. Sir T. Fowell Buxton had called attention to the expenditure in Tasmania. He was not aware that Tasmania was altogether singular in that respect, and we in this country might well look at home. As regarded the package of fruit, the people had been instructed on that matter for years past, and considerable improvements had been made in the methods of packing and forwarding the fruit. There might, however, still be some defects that required attention. Some apples were sold in London as Tasmanian apples when, possibly, they did not come from Tasmania at all; but he did know that a marked improvement had been made in recent years, and he only hoped that growers, for their own sakes, would continue to attend to these matters.

Lady HAMILTON, replying to the vote of thanks, mentioned that she believed she was the third woman in thirty-four years who had read a Paper before the Institute.

Sir FREDERICK YOUNG assured the Meeting that the Institute would be glad of many such Papers of the quality of Lady Hamilton's.

The proceedings terminated with a vote of thanks to the Chairman.

## SECOND ORDINARY GENERAL MEETING.

THE SECOND Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, December 9, 1902, when a Paper on "British and Siamese Malaya" was read by Hugh Clifford, Esq., C.M.G.

Sir William Robinson, G.C.M.G., presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since the Meeting 27 Fellows had been elected, viz. 5 Resident, 22 Non-Resident.

### Resident Fellows :—

*Robert R. Bain, William P. C. Bain, Rev. Bertram R. Hawker, M.A., Robert R. Nutt, Noel Campbell Stephen.*

### Non-Resident Fellows :—

*Edward R. Anson (British Guiana), Hon. Frank C. M. Anson (St. Lucia), James E. Bell (United States), P. B. Byass (Transvaal), Major Tankerville J. Chamberlayne (Cyprus), Arther F. Chambers (United States), Gerald F. A. Gabbett (Northern Nigeria), Harry S. Gumpertz (Rhodesia), Harry Hallam (Egypt), Friedrich Hirschhorn (Cape Colony), A. Jarvie Hood, M.B. (New South Wales), Sydney N. Johnson (Queensland), Arthur L. C. Laborde (Lagos), John R. McCowen, J.P. (Newfoundland), Murdoch MacLeod (Victoria), Stanley Wynn Mackenzie (Sierra Leone), Richard W. Middleton, L.S.A. (North-Western Rhodesia), Professor Wm. Harrison Moore, B.A., LL.B. (Victoria), Howel B. Owen (Rhodesia), Thomas Phillips (Victoria), Wm. Irwin Taylor (Lagos), Thomas Lane Thorne (Barrister-at-Law, Transvaal).*

It was also announced that Donations to the Library of books maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

THE CHAIRMAN : I have to announce with much regret that Sir Cecil Clementi Smith has taken a severe chill and is unable to preside to-night. At a moment's notice I have been called upon to take his place, and I am sure you will extend to me your indulgence. I have served for twenty-five years in the Tropics, but the Colonial Office has never sent me to the Malay Peninsula, so that I am unable to speak at first hand on the subject before us to-night. Mr. Clifford is no stranger to you, and I am sure we shall have a most interesting address from him.



Mr. Hugh Clifford, C.M.G., then read his Paper on

### BRITISH AND SIAMESE MALAYA.

It is my privilege to address you to-night on the subject of the Malay Peninsula, a country with a strong individuality—an individuality which is singularly interesting—but which continues inexplicably to attract only a very small measure of attention in Great Britain. Fellows of this Institute, of course, unlike the majority of the general public, can point it out on the map, and such of them as have studied the published Journals of the Society have read therein Papers contributed by the late Sir Frederick Weld,<sup>1</sup> the late Sir William Maxwell,<sup>2</sup> and by the present Governor of the Straits Settlements, Sir Frank Swettenham,<sup>3</sup> which give ample and able descriptions of the physical characteristics of the Peninsula, of its resources, its inhabitants, and its social and political condition. It is the existence of these Papers that renders my task this evening somewhat difficult; for where so much has already been told, what can there remain to tell? I have been asked, however, by the Council to add my tale of bricks to the edifice already erected by those who are greater than I; and I conceive that this duty has been imposed upon me with a view to bringing the information at the disposal of the Institute up to date.

The last Paper dealing with the then existing state of affairs in the Malay Peninsula which was read in this place (for in this connection I need not take into account a contribution of my own made in 1899, which was of a frankly popular and uninformative character)<sup>4</sup> was that of Sir Frank Swettenham, delivered by him on March 31, 1896, and entitled "British Rule in Malaya." On that occasion Sir Frank Swettenham announced that the federation of the Native States—each of which until that time had been administered through its British Resident, under the supervision of the Governor of Singapore, independently of, and without any special reference to, its neighbours—had been arranged and had received the sanction of the Secretary of State. Sir Frank did not think it necessary to tell his hearers how largely the federation of the Protected Malay States was his conception, how many had been the difficulties in the way of the scheme, how numerous and how sensitive the interests which had had to be placated, and how big a share his personal influence and tact in dealing with the native

<sup>1</sup> *Proceedings Royal Colonial Institute*, xv., 266.  
*Ibid.*, xxvii., 273.

<sup>2</sup> *Ibid.*, xxiii., 3.

<sup>4</sup> *Ibid.*, xxx., 369.

sultans and chiefs had had in the quieting of their suspicions, and the winning of their consent to the innovation. The States were there, inhabited by people of the same race, creed, and language; their geographical positions made them contiguous one to another; all alike were under the protection of Great Britain; all, for periods longer or shorter, had been administered by British officers with the aid of the native chiefs and headmen, in the names of sultans and *râjas* whose powers had been limited to those of strictly constitutional monarchs. On paper, therefore, the task of federation looked simple enough, but it is necessary to understand the jealousies, rivalries, and mutual distrust, bred in the various native rulers by centuries of open strife or veiled hostility, in order that the difficulty of the work performed by Sir Frank Swettenham may be rightly appreciated. Nor could Sir Frank have effected his object single-handed; but throughout he had the complete confidence and the unswerving support of the then Governor, the late Sir Charles Mitchell—whose share of credit in this connection has not, perhaps, hitherto been recognised as fully as it deserves—and of the British Residents and other officials who were content to sacrifice something of their personal power and authority on Sir Frank's recommendation, with a view to securing that greater uniformity of administration which seemed to be demanded in the cause of efficiency. On July 1, 1896, however, the federation of the Native States of the Peninsula within the limits of the British Protectorate became an accomplished fact. Sir Frank Swettenham was appointed to the post of Resident-General, and the Resident of each State was henceforth responsible to him, while he, in turn, was responsible to the High Commissioner—the officer for the time being holding the office of Governor of the neighbouring Crown Colony of the Straits Settlements.

In the following summer—in the summer, that is, of the year of Queen Victoria's Diamond Jubilee—an interesting ceremony was enacted. The rulers of all the Native States, accompanied by their principal chiefs and councillors, met together, for the first time in the history of the Peninsula, at a great *darbar*. The spot chosen for this historic meeting was the little town of Kuâla Kangsar, on the banks of the great Pêrak River, near which the palace of the Sultan of Pêrak, the senior Ruler of the Federation, is situated. The accident of this seniority determined the site of the *darbar*, but that accident was a happy one; for though my memory is crowded with pictures of lovely Malayan landscapes, I can recall none more beautiful, none more typically Malayan, than the view that is to be

seen from the hill upon which the British Residency at Kuâla Kangsar stands, or from the summits of the towers which crown the Sultan's palace at Bûkit Chandan, half a mile down stream. Bear with me for a moment, and I will try to paint it for you, although I know how pale a shadow of the reality will be conjured up before your mind's eye by the most vivid description that I have it in my power to give.

Imagine, then, a long reach of blue water, its surface glittering under the bright sunlight where it breaks into tiny waves or eddies, flowing straight towards you from the heart, so it seems, of a range of jungle-clad hills that runs at right angles to the course of the river at a distance of two miles from the spot on which you stand. The river flows between high banks, green to the water's brink, crowned by nodding palms and clustering fruit-groves. Through the dense foliage the dust-coloured thatched roofs of the villages of Kôta Lâma on either hand prick up in steep triangles, glistening and golden where the sunshine touches their smooth slopes. At your feet, divided from you by a flight of grass terraces of a vivid greenness, the little Kangsar River falls into the main stream, which here turns abruptly to the right, and is hidden presently by a huge bank of forest into which it flows and vanishes. The town stands at the junction of the two rivers, but it is shrouded from the sight by palms and leafy trees; only on the foreshore to your left a bullock-cart or two stand idle, little groups of gaily clad natives form and scatter, and in the shallows some nearly nude Tamil bullock-drivers are bathing their big white oxen. All up and down the great reach, tiny sand-spits jut out from the banks, and little yellow islands break the monotony of the flowing waters. In front of you, to right, to left, rise mountains, smothered in forest to their very summits, so that the ridges of those nearest to you are fretted billow-crests of tree-tops against the white-hot sky. For here, in every direction, save only where the river has cloven a path for itself, or where men have nicked out villages for their accommodation, the earth is hidden by one vast tangle of forest—forest so dense that no man can make his way through it without the aid of a wood-knife—forest which presents every variety of shade from sombre black to the vivid greenness of the new leaves. Some of the mountains across the river, seen through that thin atmosphere, appear to be so near that you might fancy that you had but to put forth your hand to touch them, and on these the jungle is seen with such a wealth of detail that you can well-nigh count the tree-tops as they shimmer restlessly in the heat haze. Far away on your right, and

ahead of you from the direction whence the river flows, are other mountains, rising in ranges one behind the other, growing fainter and fainter in colour, till those furthest from the sight are dim smears against the sky, of a delicate azure misty with distance—misty as wreaths of smoke. And upon all this prodigal vegetation, this beauty of form and colour, the sunshine streams down, casting inky shadows, hard as things tangible, throwing objects into strong relief against them, and intensifying the hues, the glitter, and the life. For there is life in the picture; not only the life of the groups of natives, of a string of elephants, perhaps, wading across the stream, with shouting drivers clinging and gesticulating upon their necks, of the little black dug-outs shooting hither and thither, propelled by the tiny figures at the paddles, and of the great trading-boats waddling up stream with a dozen straining punters thrusting with bent bodies above the long poles, but life in the forest, with its shimmering flutter of tiny leaves stirred by faint breezes, and life, too, in the very mountains which quiver bodily through the dancing atmosphere. And as you stand looking at all that this scene offers you of beauty and of tint and form, you may feel that you are looking, as it were, at the very heart of the Malay Peninsula, the type of what at its best a Malayan landscape can be.

I must apologise for a digression which is perhaps unwarrantable, but I would have you know, so far as words of mine can bring understanding of a distant scene, what was the aspect of the place in which the first meeting of the Malayan rulers and chiefs, whose countries had at last been welded into a single federation, took place. Apart from its locality, this meeting was of a kind to stimulate the imagination of the least imaginative, for it was, in some sort, the outward and visible sign of the universal peace which British rule had brought to, had imposed upon, a people who, like the twenty sons of the noble of whom Froissart tells, of old loved war exceedingly. The deliberations which the native chiefs and their British advisers attended were of a nature, too, which marked the change that has been effected in the last thirty years in the whole outlook of those who are responsible for the administration of the Native States. Under the former *régime* those in authority took no thought for the welfare of their subjects, and cared not at all whether their countries were justly or unjustly governed; whereas on this occasion all the questions discussed were of moment to the bulk of the native population, affected their comfort and well-being, and excited interest because those present had learned, slowly, almost imperceptibly, that the power vested in

them was something to be used, not for personal or selfish ends, but for the good of those whose destinies had been entrusted to their care. That these Malay Sultans should meet at all as friends was in itself remarkable; that they should meet as friends bound together by the ties of common interests, as inseparable parts of a single whole, was the realisation of a dream which, only a very few years ago, might well have been thought to be Utopian. Yet this meeting not only took place, but was an unqualified success—a fact which has had much to do with the consolidation of the federation in so far as the natives of these territories are concerned.

Hitherto, as I am aware, this paper has been somewhat florid and exuberant, and I have paid, perhaps, more attention to things which are mainly picturesque than the serious-minded audience that is wont to attend these gatherings may consider fitting. I will now endeavour to correct this fault by asking you to listen to a few statistics. Statistics are sombre things, and are calculated, I think, to produce that gravity, that solemnity, which I conceive to be the mental attitude most proper to a meeting such as this.

The total revenue of the Protected States in 1875 amounted to \$409,000; in 1885 it had risen to \$2,200,000—a satisfactory increase of a fraction over 535 per cent.! In 1895, the year immediately preceding the federation of the States, the joint revenue of the Protectorate amounted to \$8,884,677; and the returns for last year, the latest at present available, show that this total has now reached the respectable figure of \$17,541,507, which even at the low rate of exchange now ruling amounts to nearly £1,500,000 sterling, and is more than double the joint revenue of the States six years ago, and prior to their federation.

A word should be said as to the sources of this revenue, the manner in which it is raised, and as to the incidence of taxation. The main wealth of the Peninsula, as is well known, has hitherto lain in its vast alluvial tin-fields, from which during 1901 nearly 47,000 tons, valued at £5,240,000, were exported. Upon this the Government levies a duty, which varies according to a sliding-scale with the market price of the mineral, and from this source a revenue of over \$7,000,000 was derived in 1900, and \$6,986,184 in 1901.

Another source of revenue is the farms, let by public tender, for the collection of import-duties on opium and spirits. The farmers, who are invariably Chinese traders of high standing in the community, are of course assisted by the Government to a reason-

able extent, but experience has taught us that while it is practically impossible for our administration to prevent smuggling by its own unaided exertions, the clannishness of the Chinese supplies any given firm, that understands its business, with a ubiquity of representation throughout the coast districts which reduces the smuggler's chances of evading detection to a very slender minimum.

The taxes to which I have so far referred may, roughly, be stated to fall almost wholly upon the foreign—that is, practically, the Chinese—portion of the community. The native Malay, since he is by religion a Muhammadan, is forbidden by his faith to indulge in spirits or opium. He does not engage in the mining industry beyond the very earliest stages of prospecting, and therefore does not contribute appreciably to the revenue derived from the export-duty on tin. In fact, to all intents and purposes, he pays no taxes, with the exception of a small quit-rent on his land and certain dues on forest-produce. The total revenue of the federation from land amounted in 1901 to \$768,648, of which sum it is probable that little more than half was paid by the natives of the States, which means that the taxes paid by the Malays on this account amounted to about \$400,000 payable by a population numbering over 300,000 souls. If it be taken that three-fourths of the forest revenue, amounting in all to \$287,542, was also paid by the Malays, this yields a total of, say, \$600,000 odd, as representing the taxation imposed upon the natives of the country, and works out approximately at a trifle over \$2, or 3s. 6d. of our money, per head per annum. These figures are of course only an approximate estimate, as the exact amount payable by any one section of the community is not revealed by the published returns; but they do not err greatly, I think, on the one side or the other, and they will serve to convince you that under British protection the native of the country—the man who has to it an inalienable right—is not made to pay too heavy a price for the blessings which he enjoys. Of what these blessings are I shall have something to say presently, and in the meantime I would ask you to remember that the small and even tax laid upon the Malays—a tax, moreover, which varies in direct ratio with the wealth and possessions of the taxpayer—has replaced all manner of galling and oppressive exactions and mulctings to which under the rule of his own *râjas* he formerly had no alternative but to submit.

Another source of revenue is one which is peculiarly interesting. During the last nineteen years railways have been built in the

Malay Peninsula, and very soon the completed system, measuring 940 miles, will be open to traffic. From the lines open in 1901—244 miles in all—a revenue amounting to \$2,348,822 was obtained, which, after deductions have been made for working expenses, left a clear profit of \$1,079,000. I should mention that this revenue—the balance, that is, of earnings over expenditure—represents interest at the rate of nearly 6 per cent. on the capital invested; and I should add that these railways have been and are being constructed by Government out of surplus revenue, without any recourse being had to loans. This single fact will perhaps bring home to you more clearly than aught else can do the extraordinary wealth of the country, and the successful results which have attended its administration under the protection of Great Britain. I would further mention that the total road-mileage of the Federated Malay States now amounts to 2,285 miles, and that the whole of this and other existing public works have been constructed out of surplus revenue by States which to this day are not hampered by a shilling of debt.

I have only one set of figures more to quote, and I may leave this part of my subject. The expenditure during 1901 amounted to \$17,270,000—that is to say, about \$200,000 less than the total revenue; but of this sum \$4,700,000 was spent upon railway construction, and \$3,600,000 on other public works. None the less, at the beginning of this year the assets exceeded the liabilities by over \$5,000,000, and the actual cost of administration, as represented by the cost of the Government Civil Establishment, amounted to only 17·63 per cent. of the revenue. I would especially invite your attention to the figures last quoted—the 17·63 per cent. of the total revenue expended upon the cost of the administrative establishments—because this will show to you how economical is the system of government which has been introduced, and how successfully the temptation to extravagance, too often presented by unusual prosperity, has been resisted in the case of this British protectorate.

I think that you will probably agree with me that we have now had enough of statistics to serve our requirements for the moment; and having taxed your patience with figures which, I would submit, are, in this particular case, as interesting and as striking as figures well can be, I will now turn to a consideration of other matters somewhat less difficult of digestion.

I have spoken of the blessings which British rule has brought to the Malay population of our protectorate, but I do not propose to

enlarge upon this subject here and now, because anyone who chances to be interested in the question may be referred to the Paper dealing with it which I read before this Institute in 1899. All that I would say on this occasion is that from an examination of the most recent Blue-book relating to the federated Malay States two facts emerge, each of which throws light upon the present condition of the Malays. The first of these facts is that the Malay population, far from dying out before the inrush of Chinese and other foreigners of nationalities possessed of greater energy and enterprise, has increased during the decade ending 1901 by 85 per cent. The second fact may best be stated in the words of Sir Frank Swettenham: "Malays cannot be regarded as an available source of labour-supply. When they work it is for themselves, on their own land, and very few of them can be persuaded to accept employment as agricultural labourers or on public works." That means that the Malays, while they increase and multiply at a rate which is highly satisfactory, find that their own land now yields them all the support of which they stand in need. It means that the roads and railways which the Government has constructed throughout the country have brought markets, which of old were too distant to be of any service, to the very doors of the agricultural population. It means, further, that the Malays are in the enjoyment of complete individual liberty; that they are not compelled to undertake work of a nature which in their eyes is at once uncongenial and humiliating; and that the rule of an alien race has had the curious effect of enabling the Malays to lead their own lives in the fashion which most completely commends itself to them without let or hindrance to an extent previously unknown among them. This is the very privilege which has been most persistently denied to their compatriots in the Dutch Colonies, where the white rulers hold the opinion that an indolent brown population must be made diligent by law—that little birds who can sing, and who will not sing, must be made to sing—and it must be confessed that, in a land such as the federated States, where every enterprise is chiefly hampered by a lack of sufficient labour, the temptation to adopt the Dutch system is very great, supposing always that the material advantage of the country is the one object in view. The sight of the entire native population loafing away its days, and giving to its fields a minimum of grudging labour, is an outrage to your economist: for here is a vast quantity of potential energy suffered to go to waste, and that, too, in a land where energy and labour are most sorely needed. Accordingly you



will not infrequently hear even Englishmen—more especially planters and other employers of native labour—inveighing against the British system, and lauding that of their neighbours the Dutch, who, let their limitations be what they may, unquestionably know how to force natives to work. This view, however, is one which should not, I think, commend itself to those who have given a little thought to the position of the European in Asia. If the business of the white man in the East be merely that of the exploiter—if the lands under his rule and the native populations dominated by him are to be regarded merely as milch-cows—then undoubtedly the Dutch system is right, and that of Great Britain as wrong as it is inefficient. If, however, as some of us think, the only justification for the presence of the white man east of Suez lies in his ability to bring with him law, order, peace, and an increase of personal liberty—his ability, in a word, to make the lives of those of whose destiny he has taken charge better, cleaner and happier than they would have been but for his coming—then, it must be conceded, the British system is the only one that satisfactorily fulfils its end. And the proof of this may be found in the sentiment with which the Malays of the Federated Malay States regard the British Government. Whatever the feelings of the Asiatic populations may be elsewhere, in the Malay States this much is certain—a *plébiscite* taken to-day would return an overwhelming majority in favour of our rule as against the ancient *régime*. Such a vote would not be unanimous, of course, for here and there a *rāja* or a chief would be found who saw in his fixed stipend and in his limited authority over his fellows no sufficient compensation for the right of plunder and the unfettered power which in the past were his; but the vast bulk of the Malays have attained to a measure of contentment and happiness unprecedented in their history, and it is upon this contentment and this happiness that the British administration in Malaya stands four-square,

Broad-based upon a people's will.

This is a fact that can only incidentally be proved by statistics—as, for instance, the crime and gaol returns, which show how few Malays, comparatively speaking, place themselves nowadays under the ban of the law—but all who have any intimate acquaintance with the Malays of the Peninsula will bear witness to its truth; and it furnishes even more reason for pride and satisfaction than is yielded by the most startling figures indicative of unusual financial prosperity.

Before I quit this part of my subject there is one point connected with the welfare of the native population upon which I must touch. I have had so much to say that is of a nature flattering to our pride that I shall hardly be considered captious if I venture upon one adverse criticism. The construction of roads and railways, which has brought with it advantages that cannot easily be exaggerated, has had one very marked effect upon the civil servants of the Peninsula. Twenty years ago most of our out-stations—as they are called—were almost completely isolated from headquarters and from all other stations, and the officers in charge of them, being cut off from all outside interests, were forced to make their district and its people their one object and study in life. They had something like a personal knowledge of every native in their neighbourhood, and were themselves so well known that in trouble or difficulty they were applied to for advice or assistance as a matter of course. They spent much of their time travelling about their districts, and so came to know every quarter of them, and all that there was to be learned concerning the condition of even the most remote villages; and thus was established a strong bond of friendship and understanding between the rulers and the ruled, and that personal influence which is quite invaluable in dealing with an Asiatic population. Gradually, insensibly, and by slow degrees this state of things, which of old was universal, has passed away, and now the District Officer whose knowledge of his district is such as I have described is the exception, the rare exception, rather than the rule. Neither the Government nor the officers themselves can justly be blamed. The former has been often very short-handed, and, as a consequence, has had to transfer the men at its disposal from place to place so frequently that it has sometimes happened that one man has held as many as three or four appointments in different places in the space of a twelvemonth. At the same time, as is inevitable in view of the increasingly high standard of civilisation prevailing, the actual machinery of government has become infinitely more complex than that formerly in use—a fact which has tended to increase enormously the bulk of highly responsible office-work to which the District Officer has to devote himself. This means that he is rarely able to absent himself from his headquarters for any long period at a time, that nothing save some definite matter calling for his decision can cause him to pay even a flying visit to the remoter portions of his district, that he has less opportunity than he should have of keeping in touch with the native population, and that his people are apt to cease to look upon him as a

friend and counsellor, and to regard him merely as a tax-gatherer and a magistrate. On the other hand, the Malays themselves have more confidence in the average white man than they had when British rule was a thing new and strange, and have also lost something of their shyness, wherefore it is less likely than formerly that any serious grievance may be overlooked for lack of a native bold enough to give his complaint full expression. Notwithstanding this, however, any diminution in the personal influence of the white officers, any decrease in the friendship, understanding, and sympathy which should subsist between them and those they rule, must be noted with keen anxiety and concern. The matter is one which might find its remedy in the creation of a department for the sole purpose of attending to native affairs, or, better still, in increasing the District Staffs, and avoiding, as far as possible, the too frequent transfer of officers from one district to another. Seeing that in 1901 the cost of the administrative establishment of the Federated Malay States only amounted to 17·63 per cent. of the total expenditure, it will be evident to all that the Government has it in its power largely to increase that percentage without overstepping the bounds of financial prudence; and there can be no question that almost any money sacrifice is preferable to the loss that must eventually accrue from a decrease of that sympathy and understanding between the white officers and the natives of the country which has been the base of the British successes in the Malay Peninsula.

A census of the inhabitants of the Federated Malay States, taken in 1901, gave the total population at 678,595, of whom only 278,200 were Malays. Of the latter, the two States of Pahang and the Nègri Sèmbilan were responsible for 113,000 souls, and in both these places the indigenous population outnumbered the foreigners settled in their midst. In Pèrak and Sèlângor, however, the great tin-producing districts of the Peninsula, the native population was outnumbered by the Chinese and Indian immigrants, and that though Pèrak carries a population of 131,000 Malays, which is more than double the number located in any one of the other States. In Pèrak the Chinese population numbered 149,500 souls; in Sèlângor there were 108,500 Chinese, as against 84,000 Malays; and the Chinese in the Nègri Sèmbilan and Pahang numbered rather more than 41,500 souls.

Now this is a fact with which those who know the conditions of the Peninsula, and those who above everything are anxious for the welfare of the Malays, need find no cause for quarrel. The Chinaman is an excellent labourer, and is, moreover, a very shrewd and

reliable man of business. He stands possessed of just that energy, enterprise, continuity of purpose, and dogged determination to succeed which the Malay most signally lacks. His one desire is to make and enjoy money, and if he be properly handled—and in the Peninsula Sir Cecil Clementi Smith, who was to have been our Chairman to-night, has taught us once for all how the Chinaman should be handled—he makes as peaceable and as orderly a citizen as the heart of any Government can desire. Those who fancy that the Chinese are anxious to rule the communities to which they belong, in the sense of themselves taking any large part in the dull work of administration, are, I believe, mistaken. The average Chinaman of intelligence wishes to find employment of a more lucrative character than is afforded by Government service, and all he demands is that the Government should be just, firm, and strong, so that he may go about his business without let or hindrance, fear or insecurity. Therefore, in any country inhabited by a race which is unable or unwilling to perform the work necessary to the well-being of the community, the Chinese immigrant must be welcomed with open arms, and it is not too much to say that but for him the success which has attended the work of British administration in the Peninsula could never have been achieved. He has been from the beginning the muscle and sinew of the community, and also, in no small degree, its brains as well. For every one commercial enterprise which owes its success to the initiative of the European in the Peninsula there are hundreds which have been organised, financed, and managed entirely by Chinamen, and the Federated Malay States owe an incalculable debt to the courage, persistency, and ability of their Chinese citizens. It is the presence of the Chinaman also which has made it possible for the Malay population to live their own lives in their own way without bringing financial ruin upon their country.

The large number of Chinese in the Peninsula, therefore, can be regarded as only a subject of congratulation, but an examination of the figures which make up this total discloses certain facts which are by no means equally satisfactory. I refer to the wholly disproportionate preponderance of males over females, and the deplorably small number of Chinese children. The total Chinese population amounts to 299,739 souls, of whom 272,584 are men and only 27,155 are women, while the children of both sexes under fifteen years of age number only 13,321. In other words, there is only one female to every ten males among the Chinese population of the Federated Malay States, and only one child under

fifteen years of age to every twenty-two adults. When certain necessary deductions have been made this reduces the number of Chinese families resident in the Peninsula to a quite paltry figure, and the fact is forced upon our recognition that the bulk of the Chinese inhabitants cannot be regarded as belonging to the permanent population of the States. Many of these foreigners have wives and children of their own in China; almost every Chinaman in the Peninsula has parents or other aged folk more or less dependent upon him whom he has left behind, and to whom, with that filial piety which is one of the most attractive of Chinese virtues, he regularly remits a proportion of his earnings. In this way very large sums of money made in the Peninsula are annually sent to China, to the impoverishment of the former; and it is a matter of the greatest regret that owing to this only a portion of the money made in the Malay States is spent and invested in the land whence it was drawn. There is another aspect of the question—the moral aspect—the inevitable degradation for which the inequality of the sexes is responsible—to which in this place I can no more than allude, but it must be confessed that the situation is not satisfactory, and that it is one with which no Government can adequately deal. The Chinese, in a vast majority of cases, do not wish to bring their wives to the Peninsula, and so long as this continues to be so no remedy can be found by State-aided immigration of Chinese women and children. At the same time, we have to face the fact that our Chinese population is one which has only an imperceptible natural increase, that it is kept up or increases solely by excess of immigration over emigration, and that should anything occur to interfere with the supply of immigrants much of the commercial enterprise of the Peninsula would become paralysed.

As matters stand at the present time the most urgent, the most crying need of the Federated Malay States is a sufficient supply of labour. So far the stream of Chinese immigration has flowed with hardly an interruption, but as a set-off against it the counter-stream of Chinamen returning to their homes must be borne in mind, and it must further be remembered that this counter-stream is largely composed of those who have been most successful in the Peninsula—the men, in fact, who are most highly endowed, and whom it is most to our disadvantage to lose. And yet, as I have already said, the circumstances being what they are, and the homes of these people being situated entirely beyond the reach of our administration, it is not in the power of the British Government to control the

emigration that cannot but be detrimental in a high degree to the welfare of the Malay States.

Perhaps the only way out of the difficulty is to be sought in another direction, for we should forfeit that very spirit of liberty which makes our rule popular with the Chinese were we to endeavour to check emigration to China by any artificial means. But China being beyond our control, and the supply of labour to be drawn from her having already proved to be inadequate to our requirements, we might perhaps look to India to spare us some of her too dense population. The Indian immigrant, as we know him in the Peninsula, though he cannot compete with the Chinaman, is a useful agricultural labourer, and is comparatively free from the love of speculation which sends the Chinese flocking to the mines and leaves very few for work on roads, railways, and the estates of planters. It has therefore been the endeavour of the Governments of Malaya for many years past to do all that in them lies to induce natives of British India to immigrate in large numbers. Free passages have been granted by steamers specially subsidised, agents to recruit and assist native labourers have been appointed, and everything, in short, has been done that could be done by the Governments of Malaya alone. The climate of the Peninsula nearly resembles that of Southern India; the rates of wage and the conditions of life are higher than and in every way superior to those which prevail in India; there is work in plenty waiting for the men to do it; there is ample room in a very fertile country in which as yet anything resembling the congestion of population is unknown. It would appear that here was a spot specially created to serve as a receptacle for the overflow of the natives of India—a natural refuge for a population which annually counts the number of those on famine-relief by the hundred thousand. In spite of these things, however, the fact remains that all our efforts in this direction have, up to the present time, proved woefully disappointing; that, so far as can be judged, the Government of India evinces no great desire to utilise the means of relief which the Malay States offer to its swarming, and too frequently starving, millions; and that though the pressure of necessity which drives men away from the lands of their birth is nothing like so urgent in China as it is in India, the immigrants from the former country enormously outnumber those who come to Malaya from the great Empire of British India. Writing on this subject in the Blue-book recently published, Sir Frank Swettenham says:—

The Government has already in its attempt to increase the supply of Indian labour lost far more than any company or private individual could afford, and unless some great change takes place the loss must continue . . . . The Government here has done so much with such indifferent success that I do not see how any improvement can be expected unless the Government of India will render some active assistance.

It is confessedly to the great advantage of the Federated Malay States to obtain a sufficient supply of labour, and to secure this advantage much money has been spent and many efforts have been made. It might be thought, however, that the advantage did not lie wholly on one side, and that the Government of India, faced as it is so incessantly by the menace of famine, would have evinced some eagerness to avail itself of the near neighbourhood of a country, possessed of a congenial climate, in which exceptionally favourable terms are offered to the labourer by Government and the public alike, and which further enjoys the blessing of British rule. This British protectorate, surely, might well be utilised by the Government of India to relieve it of some portion of the burden imposed upon it by an excessive population. That the Government of India has not hitherto thought it worth its while to make any serious attempt to second the efforts of the Government of Malaya in this direction—efforts which, as we have seen, have entailed pecuniary sacrifice—may be due to some fact or facts of which we in the Malay Peninsula possess no knowledge. Doubtless there are difficulties to be encountered, to be overcome; but these must indeed be of an insuperable character if they are sufficient to prevent a Government such as that of British India from even examining them with a view to their evasion, more especially when a pressure so strong as that supplied by frequent famine would seem to urge the advisability of immediate and energetic action.

Of the industries of the Malay States I need say little. To all intents and purposes there is only one real industry—that of tin-mining. The vast alluvial deposits of this mineral, which have been worked with such advantage to the community, have yielded during the past fifteen years a very large proportion of the tin of the world. This little strip of land has therefore supplied a very important item in the commerce of the past decade and a half, and the wealth thus represented has enabled the Government to achieve the results at which we have glanced to-night. Lacking their tin-mines the Malay States would sink into insignificance, for at the

present time there is no other source of wealth which has been developed to an extent sufficient to replace them. This has led many to prophesy a speedy ending to the wonderful prosperity with which the Malay States have been blessed. They have likened us to the well-known novelist who is said to have "gone up like a Crockett and come down like a Stickit," and have drawn panic-producing pictures of the ignoble future that awaits us. Now, this would be as depressing as even these prophets could desire supposing that it were possible for the tin-mines of the Peninsula to be forced to shut down suddenly, or if there were any prospect of the alluvial deposits becoming exhausted within a period of a few years. These things, however, are fortunately the reverse of likely. The wholesale shutting-down of the mines could only be caused by an enormous and permanent fall in the price of tin—a fall comparable, for instance, to that which we have recently seen in the case of silver. Such a fall could only be effected by over-production of the metal, and the demand is so great and so constant that over-production in this case is in the last degree improbable. Tin, it must be remembered, is used principally for sheeting iron, and so used it can be utilised only once; that is to say, that while silver once put upon the market remains in existence as a constant entity, tin vanishes in use, so that its place has to be supplied continually by newly mined metal. It is inconceivable that any process can be devised whereby tin used for sheeting iron can be collected after it has served its turn and utilised for a second time; and so long as this continues to be the case the demand for fresh supplies of the ore must continue also. The danger of over-production, therefore, does not threaten us from this direction, and the only other way in which we might be seriously affected would be by the discovery and development of vast alluvial tin-deposits elsewhere. The history of the Malay States themselves, however, comes to relieve our anxiety on this score; for though we now export over 45,000 tons per annum from an area which thirty years ago did not produce 1,000 tons, no dislocation of the market has occurred, and the demand has kept steady pace with the discovery and development of fresh deposits.

The conclusion which we may draw from these two facts, therefore, is that so long as the tin-deposits of the Malay Peninsula continue to be productive, so long will the main source of revenue of the Malay States continue to yield satisfactory results, in spite of the opening-up of new tin-fields. Sir Frank Swettenham, writing in 1901, estimated that the mines of the Peninsula would last for a century to come at the very least, and though some may be disposed



to regard this expectation as somewhat too sanguine, there can be no question as to the certainty that they will go on producing vast quantities of ore for the next fifty or sixty years. None the less we are bound to recognise that the tin-deposits of the Peninsula, so far as we yet know them, are mainly alluvial, and that alluvial mines cannot be regarded as a source of wealth of a permanent value in the sense in which the lode-mines, say, of Cornwall, which have been worked for more than two thousand years, may be called permanent. Some day, therefore, it is probable that the output of tin from the Malay States, if it does not cease altogether, will become seriously diminished, and this is a fact which the Government of late years has kept steadily in view. It is their object, in these the years of the fat kine, to foster industries which, when the years of the lean kine come upon us, may to some extent replace the loss which the falling-off of the tin-export will entail. To this end the Government of the Federation has recently turned its attention to the forests of the Peninsula, and has established a forest department on the lines adopted in British India, for the purpose of preserving this valuable asset of the Malay States from reckless and wanton damage. For some years to come it is probable that this department will be a source of expense rather than a great producer of revenue; but the money disbursed will be in the nature of capital expenditure, and there can be little doubt that in the end it will bring in a handsome return. The Malay States, as is well known, are among the best-wooded countries in the world, and the timber available, if the difficulty of extraction can be overcome, may safely be taken as representing enormous potential wealth. Apart from the timber, too, these forests yield large quantities of gutta and rattan, and though these have been recklessly exploited by the natives in the past, it is not too late for wise regulation of the industry to preserve them, and eventually largely to increase the output without damaging our forests.

There is yet another source of wealth—the extraordinary fertility of the soil. The example of the neighbouring Colony of Ceylon has shown us how wonderfully a community can thrive and prosper by the aid of planting alone when, as is the case in the Malay States, the conditions are favourable. At the outset we are somewhat handicapped by having to compete with Ceylon, where for many years, and in spite of manifold vicissitudes, planting has been the principal source of revenue. Also, in the past, the planters in the Malay States have had to face much ill fortune owing to the depressed condition of the markets for Liberian coffee and for sugar,

but latterly a new departure has been made in the direction of the planting of rubber. The demand for this product is as constant, and likely to be as permanent, as that for tin, and since our conditions are unusually well adapted for its production, it may reasonably be hoped that in its cultivation our planters will meet at last with the success that their enterprise and their perseverance entitle them to expect.

I cannot conclude this survey of the condition of the Federated Malay States without saying a few words on the subject of Pahang—the most recently acquired and the least prosperous of them all—of which I have the honour to be Resident. Pahang has long been regarded as the *enfant terrible* of the Federation. When the States of the Western seaboard were lulled in a profound peace, Pahang was outrageously and persistently bellicose; when the Western States were rolling in riches, Pahang was hopelessly out-at-elbows; when the former were amassing huge surpluses, the latter could boast of nothing save its enormous debts; when life in Pérak and Sélángor had approximated as nearly to the standards of civilised Europe as the clinching mercury in the thermometer rendered possible, those who were called upon to live in Pahang were forced to reconcile themselves as best they might to rough surroundings, daily privations, and a cost of living that was proportionate only to its primitive discomfort. Pahang, therefore, came to be looked upon as a sort of drag upon the Federation, and nothing save the strength of an order, which is above everything, induced suitable officers to serve there. With all the other States vaunting their exceeding prosperity there was little enough of credit to be reaped in the administration of a territory which failed hopelessly to pay its way, and my very sincere thanks are due to the numerous officers who aided me in a task which has not always been of the most inspiring description.

The reason of Pahang's comparative failure is not far to seek, and it is one to which no blame can fairly attach. It is to be found, I think, in the one fact of Pahang's geographical position—a fact which the ablest of governments and the most devoted of officials are obviously unable to alter. To this must be added one other fact—that capitalists are not necessarily philanthropists, and that men who are capitalists in embryo cannot afford to be guided by nothing save altruism and public spirit. The States on the west coast still stand possessed of vast undeveloped resources; they are easily accessible by sea from the neighbouring Colony of

the Straits Settlements ; they are opened up throughout their length and breadth by lavish systems of road and railway ; the conditions of life prevailing there are, as I have said, comfortable, even luxurious ; and these States, moreover, are by no means over-populated. They can, in a word, be easily reached, and when reached afford all the facilities required by the man with money to invest or the man who seeks employment as a labourer. Why, then, in the sacred name of common sense, should either of these men be expected to turn his back upon States which exactly suit him and lie ready to his hand, and strike out into Pahang, where the odds against his success must inevitably be very great ? Why should he go into a country in which transport is exceedingly difficult and expensive ; where there is only one main road and a water-system of treacherous rivers ; where the conditions of life are primitive, costly, and uncomfortable, and where no single advantage is offered to him that is not equally to be had for the asking in the more advanced States ? Why, I ask, should he act with such incredible lack of sanity when by the expenditure of much less time and money he can find himself in the midst of surroundings infinitely better fitted to his purposes ? I myself can find no answers to these enigmas, and I am astonished, not that so few have been found willing to risk their money in Pahang, but that any have been found at all.

And yet some enterprising people have come forward to undertake this task, and though, as I have told you, Pahang is still pointed at as the one State which success has not crowned, the achievement of the British administration even here has been of a kind which may well yield some solid satisfaction. In 1890, the first year in which the fiscal affairs of the State were administered with our advice, the revenue amounted to \$62,000 ; in 1894 it reached a total of \$100,000 for the first time ; four years later it amounted to \$224,000 ; in 1899 it had increased to \$375,000 ; in 1900 to \$419,000 ; and finally in 1901 the total reached was \$794,764. In other words, after eleven years of British administration the revenue of this unsuccessful State had multiplied itself by nearly thirteen-fold—a respectable record which, I venture to think, would not have failed to attract attention had it not been so completely overshadowed by the extraordinary prosperity of Pahang's neighbours. I should add that in 1901 Pahang, for the first time, not only paid its way, but actually was able to show a balance of revenue over expenditure amounting to nearly \$98,000.

This is a commercial age, and it has become customary with us to point to the revenue of a country as the one obvious sign of its

progress. I venture to think, however, that what has been accomplished in Pahang under British protection is something that cannot be estimated in dollars alone. In the Paper read by me before this Institute in 1899, to which I have already referred, I drew a picture—a woeful picture—of the conditions of the natives in a Malay State under the rule of its own *râjas*, and every word which I then wrote applied absolutely to the state of things which existed in Pahang prior to 1888. I will not here trouble you with details, but I say without fear of contradiction that our administration of this State has relieved the bulk of the population from a stupid and grinding tyranny, and that it has made the lives of some 80,000 human beings happier, honester, and brighter than they were before our coming. Therefore, I maintain, though the results, in so far as regards material prosperity, are not so striking, so sensational, as those which can be boasted of by the States on the Western seaboard, that the work which has been accomplished in Pahang affords a no less legitimate subject for pride and for satisfaction. I feel sure that you will acquit me, in what I have said, of any desire to lay too great an emphasis upon the value of a task in which I have myself been intimately concerned, for that which has been done is due not to the exertions of myself, or indeed of any individual, but to the energy, devotion to duty, and tireless interest in their work which have been shown during the past fourteen years of struggle by all the officers who have formed the Pahang executive, aided by the support which they have received from those in authority over them.

I do not propose to attempt anything in the nature of prophecy, but I think I have told you enough concerning the Federated Malay States to prove to you that their prosperity is remarkable; that that prosperity has been greatly increased since federation was effected; and that there is no fear of it waning, at any rate for many years to come.

It remains to me, before concluding this Paper, to invite you to take a brief glance at the rest of the Peninsula—the portion which lies beyond the limits of the British protectorate, and within the sphere of Siamese influence. Kēdah, on the western slope, was overrun by the Siamese at the end of the eighteenth century, and though it has ever since been ruled by its own Sultan, Siamese influence has there been predominant for more than a hundred years. Pētāni, a large State on the eastern slope, at the port of which country the East India Company had one of its earliest

factories in Malaya, was also conquered by Siam about the same time, and was thereafter split up into four small States—only one of which retains the ancient name of Pētāni—each under its own native ruler. Kēlantān and Trēnggānu, on the other hand—the two States on the east coast which lie to the south of Pētāni and north of Pahang—have never been annexed by conquest, and when I travelled through the length and breadth of these countries in 1895 they were still governed, on the lines of other independent Malay kingdoms, by native sultans and their chiefs unrestrained by outside influence. Even at that time, however, the Siamese flag was flown at the mouth of the Kēlantān River, and the customary tribute of the gold and silver flower was sent to Bangkok once in three years. These States in 1894 were made the bases of operations for hostile raids into British territory, and it was probably in some degree the fear of a repetition of such events which inspired the Siamese Government with a desire to exercise a more effectual control over the rulers of Kēlantān and Trēnggānu, for it is from 1895 and the following years that a policy of more active interference by the Siamese with the Malays of this part of the Peninsula dates.

I have described elsewhere the condition of things which prevail in a Malay State under native administration, and I need not here insist upon the unquestionable fact that the history of the Malayan peoples points to the conclusion that they are incapable of self-government. Altruism as a guiding principle of those in authority makes no appeal to the Malay ruler in his natural state; justice is a thing which does not enter for him into the range of practical politics; and therefore in every independent Malay State there is not only much room for reform, but a crying need for it if the condition of the bulk of the population is to conform even remotely to the requirements of modern humanitarianism. Viewed from this standpoint the action of the Siamese in attempting to strengthen their hold upon Kēlantān and Trēnggānu cannot be regarded as lacking justification, and with the example of what has been done in the same direction by the British in the Peninsula before their eyes, it is easily comprehensible that the task appealed to them as one well calculated to redound to their national credit. I venture to think, however, that the difficulty of the work—difficulty which was immeasurably greater for the Siamese than it had been for the British—was under-estimated from the beginning. Our Government extended its protection to the Malay States on the initiative and at the invitation of the native rulers. The history of

our past connection with the Malays held no tradition of war or conquest. We had at our disposal from the first men of more than ordinary ability, men who had gained a deep and wide knowledge of Malay character, and men who were in complete sympathy with the people whom they were now set to guide into wiser paths. All these things contributed very materially to the success which, as you will have seen from the earlier paragraphs of this Paper, has attended our efforts in the Peninsula. The Siamese, on the other hand, were handicapped from the outset by many disabilities. To begin with, their intrusion was not due to the initiative or invitation of the native sultans ; Siam, as the Malays' most powerful neighbour, had for countless generations been regarded as a constant menace to native independence, and this had bred in the weaker race, acute suspicion of and a hardly veiled animosity towards the Siamese, as a nation. Apart from this, it must be remembered that in the past the conquest of a Malayan State by the Siamese had always aroused the most bitter religious fanaticism, the Buddhists of Siam being at no pains to restrain their dislike of the Muhammadan faith when a Muhammadan people had met with defeat at their hands. For these reasons, therefore, the Siamese in Malaya had from the first to contend with strong inherited prejudices against them, and this could not but render it peculiarly difficult for them to win the confidence of the natives, an essential condition if the hope was entertained that the Malays, as in the British protectorate, were to be led, not driven, into the way in which they should go. In addition to this, the business of government of Orientals by Orientals must ever be attended by peculiar difficulties. A few years ago a student of the East might have been inclined to pronounce an experiment of this nature as certainly foredoomed to failure, but the instance supplied to us by recent history in the case of the administration of Formosa by the Japanese might now be cited to disprove any such sweeping profession of belief. In Formosa, at any rate, the Japanese have shown, so far as their new departure has gone, that it is possible for an Oriental people to rule brown men of different race with a fair measure of success, and doubtless the Siamese would point to Formosa in justification of the belief that what man has done man may do. The Malay, however, is in some ways a very peculiar person. If you could see to the bottom of his heart, you would find there an unshakable conviction that he, in defiance of undeniable facts, is humanity in its highest expression. This opinion of his own superiority over the rest of mankind is accepted by him with so little reserve that I doubt whether it ever occurs

to him to so much as question it. It is a fundamental axiom patently evident to his warped intelligence, and I do not hesitate to assert that in the Federated States the average Malay, in spite of all that British rule has effected in the transformation of his surroundings, still regards the European as in many respects his inferior. Yet, no matter how completely one may free oneself from colour-prejudice, the fact remains that the white skin does to some extent command respect; and the Malay, whose national proverb demands that blows should be administered by a hand that wears a ring, can only submit without sacrifice of *amour propre* to the rule of men who as a race command his trust and his esteem. Now, this is an advantage which the Siamese do not enjoy. Anyone who is acquainted with the two races will at once acknowledge that the Siamese are the intellectual superiors of the Malays. The fact cannot be gainsaid, but there is a vast interval between the acknowledgment of this truth by the independent observer and its unreserved acceptance by a Malayan population.

Lastly, the Siamese, if their administration of the Malay States—a work which, by the way, cannot be said at the present time to have really begun—is to be saved from failure, must secure the aid of a Civil Service such as has been at the disposal of the British Government in Malaya during the past thirty years; men, that is to say, who are prepared to devote their energies exclusively to the task of improving the conditions of those around them, who will be guided by a deep sympathy with the natives and by the understanding which sympathy alone can give; men who are completely free from any selfish motives, and who have at their command an unlimited stock of patience and forbearance. It remains to be seen whether such a Service can be organised by the Siamese Government, but it must be obvious that, lacking it, the work of administering the Malay States in Siamese Malaya—a work which, as I have attempted to show, is surrounded by far greater difficulties than those with which the British have had to contend—can hardly be brought to a satisfactory or successful issue.

*The Paper was illustrated by a series of lantern views.*

#### DISCUSSION.

Mr. S. GILFILLAN: It is only fitting that a word of appreciation of this able and interesting address and of the beneficent achievements it describes should be expressed on behalf of some of us who are, or who have been, interested in the trade of the Straits Settle-

ments, and who have had at times some small share in the prosperity these Settlements have experienced of late years, for which prosperity they have been indebted in no small degree to the progress and success of the now federated Malay States. Mr. Clifford has, in the statistics which he supplied so sparingly, given an outline of the broad economical facts. Such facts are what we who are engaged in mercantile business appreciate most highly, but, as has been said in the Paper, there has been work done there which is not to be expressed in dollars; and I think on behalf of all classes connected with the Straits Settlements I may express their high appreciation of the extremely devoted work that has been done by men like Mr. Clifford. He has pointed out the real cause of the marvellous success that has attended British administration in the Malay Peninsula—that success has arisen mainly from the character of the men who have been sent there. They are men who have been in sympathy with, and having sympathy have had understanding of, the people they are dealing with. It has, as it appears to me, been a common characteristic of the leading men who have taken part in this work, from Sir Frank Swettenham onwards, that they have recognised the rights of the Malays in their own country, and have displayed a sense of the duty that lay on them to see that these rights were respected, and that the native inhabitants were not edged out by the more industrious and more economically praiseworthy Chinese. Naturally the trading communities in the Straits would have thought first of the Chinaman, who is the creator of wealth. It is for economical reasons that most men are there; they don't, as has been said, go there for the benefit of their health, and had it not been for men like Sir Frank Swettenham and his coadjutors and others connected with the Civil Service, there is no doubt it might have fared ill with the Malays in comparison with the Chinese. As it is we have a state of things as described in the Paper under which the Malays who, though they are not by any means industrious or likely to be of much service in the promotion of trade, evidently do enjoy life after their own fashion, and are much better off in many respects than they were before, while at the same time through the security that is established there the Chinese have been able to do their part, an excellent part too, in the promotion of the wealth of the States. It would be easy to enumerate the names of men who have helped to create this prosperity with the assistance of successive Governors, including Sir Cecil Clementi Smith, whom we are so sorry to miss on this occasion. For the service in the Federated States has at times owed much to



the help and encouragement received from the Governors of the Straits Settlements. It is recognised that there are very few engaged in the service of the Malay States to whom a higher tribute of admiration should be offered than to Mr. Clifford himself. He has been, and still is, connected with the least prosperous of these States. It is now beginning to show results which anywhere else would have been thought brilliant, and I think everyone recognises that that is greatly owing to the devoted work he has displayed in adverse circumstances, where for some years he had so to speak to fight for his own hand and with but small material support and little promise of much support from the British Government. All must have been struck with the very judicious terms in which the attempts of the Siamese to imitate our own success in the Malay States was referred to in Mr. Clifford's Paper. I think the feeling on the part of most of those connected with the Malay States is that they would gladly see these Siamese States prosper and partake of some of the advantages that the protected English States have shared, if only that were possible. But without the aid of Europeans of some nationality or other, and probably without the aid of men of British race, I doubt whether any good will be done by the Siamese by their own hand. I think the feeling in the Straits Settlements is in favour of anything that can be done in this direction, recognising that it is for the general good that these Siamese Malayan States should prosper, and that this would be in harmony with, and no way inimical to, the prosperity of our own protected Malay States.

Dr. P. A. NIGHTINGALE: It is with very considerable diffidence that I venture to make a few remarks on the interesting Paper which we have just heard read, for I know there are many in this room who have a far more intimate acquaintance with the subject than I have. I have, however, lived for many years both with the Malays and with the Siamese, and can thoroughly endorse what Mr. Clifford says about the former in their firm belief that they are the highest expression of humanity—a conviction which unfortunately the Siamese hold equally as firmly with regard to themselves, a drawback which undoubtedly has a good deal to do with the not very progressive methods of the Siamese. To compare, even incidentally, the success of the Japanese in ruling Formosa with the possible success of the Siamese in governing their Malay States, such as Kélan tan and Trénggánu, is I fear somewhat too much to expect; for the Siamese lack in a very large degree that education and singleness of purpose which has enabled Japan

to tower above other Asiatic races in such a remarkably short space of time. Like the Malay, the Siamese works for himself and not for his country, and looks to China for his coolie and skilled labour. The great prosperity of the Federated Malay States under British rule will undoubtedly be only extended to the rest of the Malay Peninsula when they are administered by such officials as the lecturer has told us about to-night. In marked contrast to Perak and Sélângor we have the semi-independent State of Johor, which is still ruled by its own Sultan, and as a consequence is still waiting for that development which has come to its neighbours. With the late Sultan of Pahang I was well acquainted, and as he and his followers were of the old school, disliking reforms and with but little idea of justice, the work of administering his State must have been a peculiarly difficult one, and the success attained all the more creditable. There is no doubt that the future of Malaya will be a prosperous one, though I wish that Mr. Clifford had had time to throw more light on the condition of affairs in Kélan tan and Trènggânu, since few men possess his knowledge concerning these interesting but almost unknown States.

Sir WILLIAM MACGREGOR, K.C.M.G., C.B., M.D.: I have no personal knowledge of the Malay Peninsula, but I have listened with great interest to the excellent Paper read by Mr. Clifford. I can only notice one or two points which during the reading of the Paper have occurred to me as an Administrator. I would first point out that the great success that seems to have attended British administration in the Peninsula appears to be entirely due to the officers sent out there. It is clear from first to last that they have been in sympathy with the people. Mr. Clifford has just told us that perhaps the principal gain to the Peninsula is that the people have been allowed to live in their own way. I could have wished that he had been able to say something about the history of this extraordinary race. I know nothing about them in their own country, but I have found traces of them in other parts of the globe, in Fiji, among the Solomon Islands, the New Hebrides, and along the coast of New Guinea. From what he has told us I should say the character of the Malays must have changed very considerably. The Papuans are not quite distinct from them. Sometimes at church I have counted the number of people present evidently of Malay descent, and I should say that about 5 per cent. of them are more or less of Malay origin along the coast of New Guinea. I say they must have changed in character because as I gather from this Paper what the Malay wishes to-day is to stay at home and be quiet

to be let alone, in fact. But clearly at some previous period he must have been of a more adventurous character. Has he gone back? If so, why? I would suggest that when Mr. Clifford gives us another Paper at some future date he should deal more particularly with the history of these people. Although Mr. Clifford has seen fit to minimise the value of his own labours, one can see that his work out there has been extremely successful. I have no doubt that he is only one among many who have deserved well of their country there. Perhaps I might venture to draw attention to one point. Mr. Clifford tells us that the Malay is allowed in his own country to live as he likes. That applies as far as I can make out to the great bulk of the population, but does not seem to apply to one very important stratum of society—I mean the chiefs. I would ask, can such a form of administration become permanent in such a country? I venture to doubt it. Oddly enough, for the last fifteen or sixteen years I have been governing a native people on the entirely opposite system. In British New Guinea, where I had to govern a country in which there were no chiefs, one of my principal aims and objects was to create chiefs, and give them the position of chiefs, and to get them to govern their own people. I continued the same system in West Africa. To attempt to introduce there the form of government that seems to be so successful in the Malay Peninsula would unquestionably land us in civil war. Mr. Clifford has drawn a sharp distinction between British and Dutch methods of administration. Naturally he much prefers the British, but I can assure you there is a great deal to be said on behalf of the Dutch system. To some extent there was in Fiji, under that most distinguished administrator Sir Arthur Gordon, now Lord Stanmore, an attempt to combine as it were the British and the Dutch systems—that is to say, on the one hand they maintained the chiefs in their original position, on the other hand they tried to get the mass of the common people to work, utilising the chiefs to keep the people at work. To some extent the Dutch do the same, but I understand that in the Malay Archipelago the chiefs at the present moment are to a large extent deprived of their power, and that rule is chiefly through the Resident.

MR. CLIFFORD: Perhaps I have not made myself clear. In the Federated Malay States we have always worked through the chiefs from the beginning of protection to the present moment. Everything was done in the name of the Sultan with the advice of the British Resident and through the village headmen.

SIR WILLIAM MACGREGOR: I am glad to hear that. Then there

is not that sharp distinction between the British and the Dutch systems that I had inferred. There is one point I would mention with respect to revenue. All familiar with the subject would notice that the principal part of the revenue is derived from an export duty. Now a great many of us would at first sight be prepared to condemn such a system. It is hardly in accordance with British ideas to raise a large amount of revenue through export duty, but I would observe that one great advantage of this Institute is, that you have brought before you from time to time examples of different kinds of government and administration among the different races within this great Empire, and when we hear accounts of an administration which in any way differs from our own idea, I would ask you to cast aside preconceived ideas, for you may depend upon it the method adopted in the Malay Archipelago is best suited to the country, although not exactly the method which from British ideas we should be prepared to suggest, or even at first sight to sanction. I gather that Mr. Clifford and other officers out there don't consider that the question of population is in a very satisfactory condition. That is not their fault. That they have been able to carry on their work so successfully under such adverse and difficult circumstances only redounds to their credit, and we cannot do otherwise than congratulate him and his colleagues on the great work they have carried out.

Major M. A. CAMERON, R.E., C.M.G. : My only experience of the Malay States was gained from casual visits during a residence of some years in the neighbouring Colony of the Straits Settlements. We have heard to-night some very unusual statistics. We have been told the revenue of the Malay States has doubled in the last six years and increased forty-fold in the last twenty-six years, while in Mr. Clifford's own hopelessly unprosperous State the revenue has increased thirteen-fold in ten years. That points to a condition of affairs which renders any information some eleven years old rather out of date. I recognised, however, one old acquaintance in the course of the Paper—I mean the labour question. This question has always been to the front. Of course the Malays are recognised as hopeless. A distinguished Irish friend of mine in the Straits used to say of the Malay that he is the Irishman of the East, adding that he was the only gentleman in it. All discussions on the labour question used to work round to the Indian Government. They were blamed for the shortness of labour on account of the restrictions they imposed on emigration, and twenty years ago this was no doubt the case, their object being the protection of the coolie. But when

the Indian Government found they were dealing with a Government quite as keen as themselves on securing good treatment for the coolies, they did away with most of these checks, and they now place no obstacles in the way of emigration to the Malay Peninsula. It is not clear what more the lecturer would have them do. There are people who think that the fault rests with the coolie himself, who won't see that the Malay Peninsula is the best place to go to. He seems to prefer Ceylon and Burma, and it rests with the Malay States themselves to change his views. There is another class of immigrant whom Mr. Clifford did not mention, but who might be encouraged, and that is the British globe-trotter. Mr. Clifford must think him a desirable person to encourage, or he would never have written his books, for nothing could be better calculated to induce one to go there than the fascinating descriptions of life and scenery that Mr. Clifford has written. There is a good deal of land awaiting development in the Malay Peninsula. Its development requires capital, and the more people go there the more is capital likely to be put into the land. For that reason travelling ought to be encouraged. One great difficulty in the way some few years ago was the lack of hotel accommodation, and I think provision in that respect would do something to encourage the tourist. Another difficulty was in regard to means of locomotion. The completion of the railway system, which is expected to take place by the middle of next year, will be a great event in the history of the States. It will then be possible to leave the mail steamer at Penang, travel by train through the whole length of the States, spending a fortnight in doing so, and emerge at Port Swettenham or Port Dickson, whence it is a short voyage to Singapore, where the following mail steamer can be picked up. The country is both beautiful and interesting, and this will form a delightful break in the voyage to the farther East.

Mr. CHARLES MAYER, who recently left Trěnggănu, stated that his experience confirmed what Mr. Clifford had said so far as he was able to judge. You must do everything through the Sultans, the Maharajas, or the Headmen. Events at the present time he thought indicated that by the end of next year Trěnggănu was bound to come under British rule—in fact, the people seemed to be anxious for it. He was merely an unofficial person, a hunter of game. In this capacity he had to go through much unexplored country. He saw a great deal of the natives, and a person who really knew the Malays was able to win their confidence.

Mr. JOHN BURKINSHAW : I should like, if time were not so short, to follow previous speakers in bestowing the praise which he

deserves on Mr. Clifford as one of the most devoted and energetic servants of the Crown, amongst those leading men who have done so much to make the progress of the Malay Peninsula what it is. Mr. Clifford has described as inexplicable the fact that the success of the Malay Peninsula attracts such small attention in Great Britain. That is a fact which strikes most men coming from the Straits Settlements or the Malay Peninsula to England, but I think that to some extent the Government of the Federated States themselves are to blame. They seem to have neglected to obtain that full measure of information about the resources of the States which they might have obtained, and which if made known in England would undoubtedly have attracted greater attention to the Peninsula. It is to me inexplicable that during all these years, with an overflowing Treasury, the Government have not taken steps to procure some eminent geologist to report on the mineral resources of the Peninsula, accompanied by the most eminent mining engineer that could be procured. The Government of the Federated States derived during the year 1901 a revenue from duties on the export of tin of more than £550,000 sterling. Surely an expenditure of £10,000 or even £20,000 could not be deemed an extravagant outlay to obtain reports from the best men procurable on the natural indications as to where tin is to be found and on the most efficient and economical methods by which the tin strata at depth or otherwise can be worked, and the possible or probable duration of the alluvial tin-mining industry in the States. The Government should also have given far more information and encouragement to capitalists to induce the testing of the deeper tin beds by boring or other methods. From information which I have obtained I understand that the deeper strata, to which the mining conference of 1901, at Ipoh, appear to have attached small importance, may prove to be exceedingly important, and that there is great probability that their value will exceed that of all the superficial deposits which have so far been worked. They should also out of their revenue open an information bureau in England and appoint some competent and well-informed person to produce plans and reports and give all the information that may be required by persons in Europe desirous of examining or working the mineral deposits. They should, I think, make still more vigorous efforts to encourage immigration from India.

The CHAIRMAN: At this late hour I won't detain you, but will merely ask you to give a hearty vote of thanks to the able lecturer.

Mr. HUGH CLIFFORD, C.M.G.: I have no doubt everybody

acquainted with the Malay Peninsula will cordially agree that if the Government were to appoint geologists and zoologists and other clever people numerous very interesting discoveries would be made, but I submit that the motive suggested by the last speaker is not a very exalted one, because unless I misunderstand him his object seems to be chiefly that of advertisement. In some respects Mr. Burkinshaw's suggestion is no doubt a very excellent one. I would remind you, however, that the Government of the Malay Peninsula has had its hands uncommonly full. It has built out of current revenue 840 miles of railway, and that cannot be done without large expenditure. With reference to Sir William MacGregor's most interesting speech I cannot now go further into the reasons for the view which I still hold that the British system is superior ethically, morally, and in other respects upon the morale of the native population to that adopted by the Dutch. With reference to the interesting recollections of Major Cameron, I should like to assure him, that not only as regards ships and trains, but in other respects, great advances have been made since the time he was in the Peninsula. I will ask you to give a hearty vote of thanks to the Chairman for presiding over us to-night.

The Chairman responded, and the Meeting then terminated.

### THIRD ORDINARY GENERAL MEETING.

THE Third Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, January 18, 1908, when a Paper on "The Canadian West and North-West" was read by W. Albert Hickman, Esq., B.Sc.

The Right Hon. Lord Strathcona, G.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 17 Fellows had been elected, viz. 6 Resident, 11 Non-Resident.

#### Resident Fellows :—

*Nicholas W. Barrington, B.A., M.D., Captain Henry Bulkeley, Richard Cadbury, Ramsey Colles, LL.D., J.P., Septimus G. Nelson, Robinson G. Perry.*

#### Non-Resident Fellows :—

*Douglas Clark (Orange River Colony), A. M. Clarke (Transvaal), E. P. Cotton (Lagos), Thomas E. Etlinger (Sierra Leone), Edward C. S. George, C.I.E. (Burma), William H. Gordon-Hall, M.B. (Northern Nigeria), Alexander H. Hicks-Bratt (British Guiana), Robert Kemp (Sierra Leone), Lewis L. Leopold (Sierra Leone), The Hon. Charles R. Molesworth (Channel Islands), John Muller (Western Australia).*

It was also announced that Donations to the Library of books, maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The names of Mr. F. H. Dangar on behalf of the Council and Mr. H. F. Billinghurst on behalf of the Fellows were submitted and approved as Auditors of the Accounts of the Institute for the past year in accordance with Rule 48.

The CHAIRMAN called upon Mr. Hickman to read his Paper on

### THE CANADIAN WEST AND NORTH-WEST.

I HAVE been given to understand that the Papers read before the Royal Colonial Institute are supposed to last forty minutes, and no longer. A glance at the title of this particular Paper will perfectly



justify you in the inference that it is now my duty, within the period in which "Puck"—and Mr. Marconi—have undertaken to girdle the earth, to deal with the physiography, the climate, the resources, the developments and the people of a portion of the British Empire comprising, let us say, something over two million square miles. Now, if this is the case, it is quite obvious, either that my duty will have to remain undone, or that neither you nor I can take the title quite in earnest. This latter is the better point of view. The only excuse for the existence of such a title at all is that it allows plenty of latitude in the treatment of a subject.

First, let me say that I am speaking to you this evening not as having any connection with the Government of Canada, but simply as a private individual and a Canadian; and, of course, for my opinions I am alone responsible.

When I was honoured by the Council by being invited to read a Paper on the Canadian West and North-West, I felt it my duty to get as thorough a knowledge as possible of the contributions, dealing more or less directly with the subject, which had been read before the Institute between the date of its establishment and the present time. Needless to say, among the predecessors to this present effort I found a series of Papers, many of them exceedingly able and brilliant, by such authorities as the Duke of Argyll, then Marquis of Lorne, Sir Sandford Fleming, and Mr. Joseph G. Colmer. I have read a great many books dealing with Canada, and I felt, if for no other reason than to furnish striking comparisons with the present condition of things, that it was also my duty to refresh my memory as to the experiences and opinions of their Authors. I also conceived it to be my duty to note as carefully as possible the late utterances of the various Cabinet Ministers of Canada concerning the West, as reported in the Canadian newspapers, as well as any indications of new developments emanating from these Papers themselves. As Mr. J. Obed Smith, the Commissioner of Immigration from Winnipeg, was at that time in this country, you can quite understand my feeling that my task would be in no way complete unless I consulted that encyclopædia of Western information as to the more important of the happenings of the last few weeks. This I accordingly did, at intervals, and entered the gentleman's sayings in a small black note-book.

When I had finished and sat down to write, my table and desk, among other things, contained the following:—Thirty-three volumes of the Proceedings of the Royal Colonial Institute; an extraordinary assortment of the ubiquitous blue-books and maps; various

books of travel and exploration, from Samuel Hearne's "Journey from Prince of Wales Fort to the Northern Ocean," to such works as Milton and Cheadle's "North-West Passage by Land," Butler's "Great Lone Land" and "Wild North Land," and so down to such late reports on exploration and surveys as those excellent pieces of work in the Barren Lands by Mr. J. W. Tyrrell in 1900. This pile was capped by an imposing bundle of Canadian newspapers, some late pamphlets, the last report of the Department of the Interior, and finally the small black note-book before referred to. With what my mind had retained of this mass of information was mingled all my own recollections of a good many thousands of miles travelled in Canada on tours of a more or less investigative character.

Now you will quite appreciate that when, at this juncture, that forty minutes suddenly came to my mind, I began to see complications ahead, and I realised that, for your sakes, I had one final duty to perform, which was to forget, in as far as I could, the contents, as such, of that whole pile of literature, and a good many other things besides, and to try to present to you in a few brief paragraphs, and with as little reference as possible to compiled statistics and other sources of information, the prominent facts and great principles that to me seem to stand out in relief from the mass of what we know of Western Canada. Now that you know the method of preparation of this Paper, you will understand that it is for the most part nothing but my own creation—my own generalisations on the very slight knowledge of the subject I happen to possess, and you will be able to attribute its discrepancies and defects entirely to my errors in judgment.

The boundaries of that great region known as the Canadian West and North-West are, of course, arbitrary. If you draw a line from the most southerly inlet of James Bay to the north shore of Lake Superior, you may consider that that line and Hudson's Bay form the eastern boundary, and that the Canadian West and North-West extends westward to the Pacific Ocean, and from the boundary of the United States north to the Arctic Ocean and Alaska.

This enormous country has several claims to distinction. Among these it can boast a wealth of resource beyond all human computation; natural features—mountains, rivers, prairies, and forests—which, taken together, are on a much more gigantic scale than in any other country in the world; and a corporation—the Hudson's Bay Company—which has been actively in business since 1670,

has in all that time never been known to break its word to anyone, and is now unostentatiously paying a most satisfactory dividend. Besides all these things, Western Canada can rest proud in the assurance that, measuring resource against resource, she has been more consistently, thoroughly, and intelligently neglected by the people of Great Britain than has any other portion of the Empire—and this is saying much.

In saying "intelligently neglected" I am speaking quite in earnest. If anyone sufficiently interested in the matter will look up, in vol. ix. of the Proceedings of the Institute, a very carefully written and able Paper by Sir Sandford Fleming, entitled "Canada, and its Vast Undeveloped Interior," he will find a list of the more prominent explorers of the Canadian West, and references to their books, where such exist. Though the country has not a very extensive literature of this sort, he will find that from beginning to end the same story is told. Everyone has some new wonder to unfold: great forests with an undergrowth of tropical luxuriance, and with trees three hundred feet high and forty feet round; native metals lying bare to the sunlight, and gold that could be washed out of the sands of the river valleys by a man with a pan to the value of twenty or thirty pounds a day; regions where men could not sleep for the great noise made by the myriads of swans and Canada geese and brant, and snow-geese and ducks of all kinds that swept past in the northern migrations; endless plains with great seas of buffalo; endless barren grounds with great herds of caribou and musk ox, stretching away to the horizon and beyond; lakes where, with one hook, a man could catch a hundred pounds of trout in ten minutes; rivers a mile across, and navigable by steamers for over a thousand miles; range on range of snow-clad mountains, beautiful beyond description, with some of their ice crests standing out against cloudless blue skies twelve thousand feet in the air; and agricultural paradises, with a natural growth of wild peas and vetches so deep that at times a horse could not work his way through until a path was cut, with great banks of wild flowers growing in limitless profusion and variety, and with soil as black and rich as the soil in an English hotbed, and without a single stone, and all so far north that the stories seem ridiculous. But the stories were perfectly true, as, with the exception of those of the buffalo, they are to-day. And these experiences were well published and well read. In Milton and Cheadle's delightful tale of extraordinary and thrilling exploration, "The North-West Passage by Land," published in

1865, in describing the country near Edmonton, on the North Saskatchewan River, the authors say :—

"We now entered a most glorious country—not indeed grandly picturesque, but rich and beautiful: a country of rolling hills and fertile valleys, of lakes and streams, groves of birch and aspen, and miniature prairies; a land of a kindly soil, and full of promise to the settler to come in future years, when an enlightened policy shall open out the wealth now uncared for or unknown."

The book has many such attractive pictures, and not one of them overdrawn. In the last few words of the appendix to his "Wild North Land," published in 1878, General Butler says :—

"In the deed of surrender, by which the Hudson's Bay Company transferred to the Government of Canada the territory of the North-West, the fertile belt was defined as being bounded on the north by the North Saskatchewan River. It will yet be found that there are ten acres of fertile land lying *north* of the North Saskatchewan for every one acre lying south of it."

This book was published in England nearly thirty, and the other from which I quoted nearly forty years ago. Yet only to-day are the prophecies of their authors being fulfilled.

Still, with such reports before them, the great mass of the people of these islands have never in the slightest degree understood the possible value to them of their nearest, their greatest, and their most resourceful Colony: nor do they to-day.

But, after all, it is not to be wondered at, for the people with a much fuller local knowledge, the people of the Western United States, the people of Canada further east, even the Great Company itself, as indicated by General Butler above, did not realise that the country as a whole contained an area of agricultural land unexcelled in extent and fertility in the world. The whole of Western Canada lies north of the forty-ninth parallel of north latitude; and as the ten degrees between forty-nine and fifty-nine contained, in the eastern and better known part of Canada, the greater part of the Labrador Peninsula, which could hardly be looked upon as a desirable agricultural country, it was easily argued that the conditions were somewhat the same in the Far West. In the United States St. Paul was looked upon as practically the northern limit for the growth of wheat.

In the meantime strange stories began to come out of the north, and to drift to the ears of civilisation. The Red River Settlement actually seemed to be able to grow wheat satisfactorily year after

year. A tale came down with some half-breeds of how oats grew at Fort Edmonton, away up on the North Saskatchewan. One man, till then supposed to be truthful, asserted that he had seen a field of oats at Fort Edmonton with the grain standing nearly six feet high with heads from nine to eleven inches long, and that that field had afterwards threshed one hundred bushels to the acre: and also that he had seen wheat growing beside it that had threshed forty bushels to the acre, and all this without manure. They couldn't do that in Minnesota: it was self-evident that the man was lying. Then someone else, who had just come down with a dog team all the way from Lake Athabasca, four hundred odd miles north of Edmonton, told how barley and oats and wheat and all sorts of vegetables flourished there. All this time the stories from the Peace River country were constant: stories of the marvellous fertility of the valley of a beautiful river a thousand miles long, flowing from the Rocky Mountains to the Slave River up in latitude fifty-six to fifty-nine, 690 miles north of the American boundary. These stories, however, were all dwarfed by the assertion that they were growing potatoes at Fort Macpherson, the most northerly of all the posts of the Hudson's Bay Company, over a hundred miles inside the Arctic circle.

Yet all these stories were true as well. One day during this autumn just passed there arrived by express at the office of the Commissioner of Immigration in Winnipeg a number of cases. When they were opened they were found to contain, carefully packed, fine specimens of potatoes, turnips, beets, cabbages, celery and cauliflower. These were grown, not as experiments, but in the regular market gardens at Dawson, in the Yukon. With the vegetables were some good specimens of oats in the straw, fully ripened. So you see that if the gold in the Klondike gives out, the inhabitants can turn their attention to grain-growing and market-gardening. And Dawson is not so very far to the south of Fort Macpherson either. I have the business card of the gentleman who grew the vegetables at Dawson and shipped them to Winnipeg, and I shall be only too glad to give his address to any who may think of doing that part of their marketing in the Yukon.

To-night I have not time to give you even the barest outline of the extraordinary romance, for it is nothing less, that constitutes the early history of this wonderful country. Much of it after 1669 is practically the history of the Hudson's Bay Company, a story of men who were iron both in endurance and probity, and who, combining every function, from pioneering to administration, and

difficult administration at that, laid the foundations of Great Britain's present strength in North America, and defended the position against all comers. Both Canada and this country have more to thank the Great Company for than either of them realise. As I have said, I have not time to touch the history, nor is it altogether necessary, as it has been dealt with in part in previous Papers. How a knowledge of the country's possibilities slowly spread I must leave for the most part untraced, though one or two of the more important developments I shall speak of under that heading. It is sufficient to say that for a long time the most absolute ignorance as to the country's capabilities prevailed even in the country itself. This was during the period of the development of the Western United States. Why, they even had summer frosts in that country, which, as the American emigration agents had made perfectly patent in Great Britain and elsewhere, was a paradise on earth. But Western Canada lay away up north, between forty-nine and the Arctic the Great Lone Land, and the Great Lone Land it must remain. Now, in the year of our Lord 1908, throughout the whole of the Great Lone Land are to be heard the voices of a people who have come up from a great republic to the south, "guessing," and with considerable correctness, that the country is as good as their own, if not better, and fully as extensive as their own, if not a little more so.

What has caused the change ?

In 1870, when the Act came into force by which British Columbia and the Hudson's Bay Territory became parts of the Dominion of Canada, the Government of Canada had to begin the fulfilment of its promise that British Columbia should be connected by railway with the older parts of the Dominion. Just how this was to be accomplished did not seem very evident, but the work was undertaken, and strong parties of engineers were sent out to survey the route. A little later all Canada rang with what has passed into history as the Pacific Scandal.

Shortly before this, out of the North had come a gentleman connected with the Hudson's Bay Company, who, of all the people who knew the Canadian West, was perhaps the only one who believed in her capabilities and her future as we believe in them to-day. His belief was purely the result of his own knowledge of the country. Like so many of the servants of the Hudson's Bay Company, he was a Scot, and for fourteen years had been in the posts on the Labrador Peninsula. He was to pass through a torrent of remarkable scenes, among which were those of the Riel

Rebellion. Within three years after he became connected with the Company he had charge of a post, and from that he went on until he became the Company's Governor. He always worked quietly and unostentatiously. He was cool and deliberate, and his judgment was such that when he formed a conviction, that conviction was in most cases correct. He had a physical and moral courage such as has been given to few men, a courage that held him unmoved in his original beliefs, even when others failed, and when everything seemed to be going from under him. To these qualities were added the possession of great ability in dealing with matters of finance, and a command over himself involving an urbanity and tact in treating with his fellow-men without which all these other things are useless. The gentleman's name was Donald A. Smith, later to be known to the world as Lord Strathcona and Mount Royal, and as the history of the Canadian West from that time on was to become a magical one, so was he to become the chief magician.

His method, as ever, was strenuous. When the railway was promised not a member of the Canadian Government knew much of the land through which it was to pass on its way to the Rocky Mountains, and we are safe in saying that they didn't very much care. They, for the most part, were pretty fully imbued with the spirit of the age. The Canadian West was useless as an agricultural country, and always would be. The railway was part of the fulfilment of a political promise, and had certain secondary advantages from an Imperial standpoint. That was all. Mr. Smith took an entirely different view of the matter.

How he instituted, and with a number of other gentlemen accomplished, the purchase of a railway leading from the United States into Manitoba, how this became the nucleus of what was to be the Canadian Pacific Railway Company, and how the Government's railway scheme passed into the hands of this company, are matters with which many of you are familiar, and which, in any case, do not come within the limits of a Paper of this sort.

Sir Sandford Fleming, in 1878, in the Paper before referred to, estimated that there were not more than from 20,000 to 30,000 people "within a very considerable distance of any part of the 8,000 miles of railway projected. It is perfectly evident therefore," he continued, "that the construction of the Canadian Pacific Railway, in the present condition of the country, is a very serious undertaking and requires grave consideration." Just how serious it proved I know of but one man who could tell you, and unfortunately for both you and me I am afraid he will not. We do know,

however, that in the darkest hours, when the whole heart-sickening business seemed beyond the powers of human beings to accomplish, he went on imperturbably, until finally, at a place in the mountains of British Columbia given the name of Craigellachie, he drove the last spike in the Canadian Pacific Railway himself.

It was in this way, then, that the Great Lone Land was thrown open for the world to investigate, and in that investigation the world was to get many shocks.

Now let me consider for a few minutes the country itself, and let us see whether it has deserved or gives promise of deserving all the labour and thought and sacrifice—all the blood and sweat it has cost. For what is known of its geology, biology, physiography, climate, resources, developments, its people and their doings, and its history, I must refer you to the Proceedings of the Royal Colonial Institute and its library—and you'll find some extraordinarily interesting stories there—and to the tenth edition of the "Encyclopædia Britannica." But under some of these headings there are a few facts which stand out in a glaring light at the present moment and which I must note before I finish.

#### PHYSIOGRAPHY.

Let us look upon the whole area under consideration as a great square—as it roughly is—with its sides running north and south, and east and west. Each side of this square will be, let us say, 1,500 miles long, approximately as far as from London to Constantinople. From north to south of the square, about 800 miles from the west side, runs a vast mountain range, from 8,000 to 12,000 feet high, the main range of the Rocky Mountains. From that range westward, through the Selkirks, the Gold Range and the Coast Range, is a sea of mountains down to the shores of the Pacific Ocean. Many of the valleys are exceedingly fertile. From the north-west to the south-east corner of the square, along the diagonal, lies a great depression, containing a series of lakes from Winnipeg to the Arctic Ocean, in most of which you can sail out of sight of land. Three of these lakes, Lake Winnipeg, Great Slave, and Great Bear, are each almost the size of Ireland, and if you put all the lakes in the depression together you should be able to float the United Kingdom on their waters. The rivers that drain this depression flow north-west into the Arctic Ocean, and north-east into Hudson's Bay. The greatest of these is the Mackenzie, the total



length of which, to the source of its longest tributary, is something between 2,000 and 3,000 miles. This depression divides our square into two triangles. The north-east of these contains innumerable lakes and innumerable rivers, vast forests and the so-called "Barren Lands," stretching away to the Arctic Ocean. Much of it is still almost unexplored, and with it I shall not be able to deal even briefly.

In the other, or south-west triangle, between the Rocky Mountains and the depression, there is a great plain. It is true that across that plain there are several ranges of mountains, one of which is much more extensive than the Alps, but such trifles are not taken into consideration in geography on a scale such as I am now using.

Across this plain, between 200 and 300 miles from the south side of the square, flowing east from the Rocky Mountains to Lake Winnipeg, runs a great muddy river, swirling through a course of 1,800 miles. This is the North Saskatchewan. Into it from the south runs the South Saskatchewan, also from the Rocky Mountains. Three hundred miles further north, another great river flows east from the Rocky Mountains for 1,100 miles until it, too, empties into the common water trough into part of the Mackenzie River system. This is the Peace River. I hope this is all perfectly clear.

Now note this. In the extreme south of the triangle, just north of the United States boundary, we have vast plains, almost perfectly level and treeless—the typical prairies. As we go north and come to the valley of the North Saskatchewan River, the character of the country changes entirely, and we come to the beautiful "park lands" of the Saskatchewan, so called on account of their resemblance to a limitless English park. The ground is slightly rolling, with here and there picturesque groups of trees, chiefly poplars, birches, and willows, and numberless small lakes and sloughs. North of the North Saskatchewan are more trees, south of it but few; so the North Saskatchewan forms a great boundary line between the timber in the north and the plains of the south. In the north is much forest and much rolling prairie land, so the "park lands" extend in areas all the way up to the Peace River, and beyond. The soil of all this plain, bald prairie and "park land" alike, is an excessively rich, dark loam of alluvial and vegetable origin. It is usually almost as black as coal, especially in the "park lands," where it even dries black, and is practically entirely free from stone. It looks like the soil of a highly cultivated

kitchen garden in this country, and requires no artificial manure of any sort.

So much for physiography. Now a word or two as to

#### CLIMATE.

It is evident that in a country as extensive as the one we are considering there is a vast variety of climates. For our purposes we can divide the climatic characteristics into groups which prevail practically over three of the great arbitrary divisions we have already made: the climate from the crest of the Rocky Mountains to the Pacific—west of the Great Divide; the climate in the south-west triangle, which contains the great plains and the Peace and Saskatchewan Rivers; and the climate of the north-east triangle, bounded by the water-trough, Hudson's Bay and the Arctic Ocean. This last division, being of less economic importance at present, we shall not have time to deal with. The first, the climate of the Pacific Slope, we may dismiss by saying that it resembles in many respects that of the west coast of Europe, though I don't think they have yet discovered in it anything quite as diabolical as a London winter.

But in the south-west triangle, that containing Manitoba, Assiniboia, Saskatchewan, Alberta, Athabasca, and part of Mackenzie, the study of the climate is one of extraordinary interest.

In 1872, in a Paper read before the Institute on the "Comparative Advantages of the Far West of Canada and of the United States for Settlement," its Author, Mr. W. F. Lynn, contrasts the prairies of the United States with the timber lands of Canada—Ontario was his Far West; he knew nothing of the great plains—and makes a most extraordinary statement, though with a perfectly patriotic motive. After saying that the prairies lie to the east, always the coldest side of a range of mountains, he continues:—

"Moreover, the prairie-country appears to be situated on the path of a great current of air which sweeps down from the north, bringing with it the ice temperature of the Pole, and affecting the climate along its course in the same way that the Gulf Stream affects the climate of North Europe, the difference being only that the one bears the cold into a southern climate, while the other bears the heat of the tropics into the northern seas."

He then goes on ingenuously to say:—

"But the mass of uninstructed workmen and labourers are not capable of understanding . . . a fact only simple and obvious to those acquainted with the science of meteorology."

\*Meteorology has evidently undergone severe revolutions since 1872. Unwittingly Mr. Lynn carried the germ of truth in that statement. If instead of looking for a reversal of the effect of the Gulf Stream he had looked for a counterpart of the Gulf Stream itself, he would have found it in the Japan Current, a great ocean current that flows from the tropics up along the west coast of North America all the way to Alaska, and renders the country inhabitable in precisely the same way that England is rendered inhabitable—in summer—by the Gulf Stream. One or two more facts from the meteorology of to-day. The warm winds known as the "chinooks" blow across the mountains from the Japan Current and alter the climate of all this great area clear north to the Arctic. It isn't necessary that they should find mountain passes to blow through to retain their heat, as there is a law in meteorology which shows that as air rises it loses its heat at the rate of one degree for every so many feet of altitude, and as it descends it regains that heat at the same rate: so that after passing over a great range of mountains it arrives on the other side with practically the same temperature as that with which it started. It isn't only the west or south-west winds that carry heat into the country from the Japan Current. All atmospheric conditions move from west to east. Winds move in great in-drawing spirals, which spirals themselves move from west to east. On some winter day a north-east wind, carrying with it a wet snow-storm, may be keeping indoors the inhabitants of Fort Providence. But that wind got warmth enough to make that snow-storm a wet one from the Japan Current in the Pacific Ocean. If the Japan Current hadn't been there that wind mightn't have carried any snow, but it would have been so bitterly cold that in all probability there wouldn't have been any Fort Providence.

So, you see, instead of the climate of Western Canada corresponding with the latitude, you find that the isotherms, the lines of equal mean temperature for any period of the year, instead of running east and west, as they were formerly supposed to do, have a tendency to run north-west and south-east, and we find the spring, away up in the Peace River country, opening up as early as, if not a little earlier than, it does in Winnipeg, thirteen hundred miles to the south-east. So the whole climate is a distorted one, and anyone who goes to live

in it should bear that in mind. You might consider what an awful thing it would be if the "chinook" winds ceased to blow and allowed the country to lapse into the frigid climate that fits the latitude. But the "chinooks" depend on the Japan Current for their heat, and the Japan Current depends for its existence on the rotation of the earth. So if any of you at some future time are living in the Peace River country, at a city called Dunvegan, and the earth stops going round, my advice to you is to leave. But remember that you cannot escape the cold by fleeing to England, for the Elder Dempster boats will be fighting their way up through the ice in the Mersey, and you will find that the Serpentine is frozen to the bottom, and that the Thames is eight feet thick with ice, and has solved the problem of east-and-west traffic through London at last.

The plains that lie east of the Rocky Mountains extend, of course, southward through the United States. Now, just to be eccentric, I shall make the statement that much the same temperature conditions exist along the plains all the way from Nebraska to the Arctic Ocean. It isn't true, of course, but it's much more nearly true than you would suppose, or than the statement that the temperature varies with the latitude. In Mr. Tyrrell's travels in 1900, away up north-east of the Great Slave Lake, in July, 70° Fahrenheit was a common temperature, and on July 4 he records 77° at noon. Of course all distorted climates are in a sense irresponsible, just as is the climate of England. They are very different from the steady-going climates, such as that of the Maritime Provinces of Canada. You never know what a distorted climate is going to do next. The United Kingdom probably carries the world's record for the number of changes within twenty-four hours. The West doesn't do things in quite the same way. It is a fight between the latitude and the Japan Current, and the Japan Current sometimes gets absent-minded for a few moments and allows the latitude to break through and carry the temperature far down in winter or start an incipient snow-storm in June. But neither does any harm. In Texas, where the "northers" come down and cool the atmosphere very suddenly, they tell of a man who was out in a boat shooting buffalo fish, when he was rendered unconscious by the heat of the sun, and fell overboard. When he recovered he was somewhat bruised, and found that he was lying on ice. A "norther" had come down while he was falling and frozen the lake before he reached the water. Canada has never been able to equal this as yet. I remember asking Mr. Arthur Bayne, one of the most experienced surveyors in

the Hudson's Bay Company's service, what impressed him as the most striking characteristic of Fort Macpherson, which Mr. Bayne had visited in July. He thought for a few moments, then he said: "Well, I'll tell you, Mr. Hickman, it was so beastly hot!"—and it was quite true. The sun was above the horizon twenty-four hours in the day and everything got heated through. No wonder the vegetables grew well in Dawson, when they could keep at it night and day.

Just as the heat is carried into the far north in summer, so are short periods of extreme cold carried into the far south in winter; and many of the most vaunted of the Western United States get practically the same degree of cold as does Western Canada. Sometimes when in Edmonton and Prince Albert the sun is glaring and the water is running off the snow-covered roofs, down at Lethbridge in the ranching country, far to the south-west, where they have no snow in the winter and need irrigation under the burning summer sun, the thermometer may be far below zero, and Nebraska and South Dakota in the United States may be having a magnificent blizzard. And why shouldn't they? Nobody minds, and nobody is any the worse. As to the winter, it is only necessary to say that it is characteristically bright and sunny, that there is a good deal of snow in the north, and little or none at all in the south and south-west, and that as a climate in which to live it is as far ahead of that of England as day is ahead of night, though I quite realise that no amount of argument will ever convince the people of this country that such is the case until they have seen it for themselves.

A word as to rainfall. On the plains in the extreme south the rainfall is light, varying from nine to twenty inches per annum. As you go north into the Saskatchewan country it increases rapidly until the "park lands" have from twenty to twenty-seven inches, and further north the precipitation is still heavier, some districts having approximately thirty-six inches, or as much as the United Kingdom. This is a very great advantage over some of the districts in the same longitude in the United States, where the rainfall is light and uncertain.

So much for the natural climate of the Canadian West; now for the developmental climate. Yes, they are developing the climate as well as the lands. The bald prairies in the south are treeless because they have been swept over and over again by prairie fires. The leachings from the ashes of these fires have probably been the source of the surface alkali found in certain districts. When

settlers go in, the country is protected from prairie fires, and trees spring up. The growth of trees increases the rainfall, so experience has taught. And already the rainfall in the south seems to have materially increased. Isn't that worthy of being called a development in climate?

But there is another and much more important development. If the land is so good and the rainfall better, the tendency might be to ask where the northward limit of practical agriculture lay, and why there was a northern limit at all. The answer is contained in two words, summer frosts. A crop of grain may grow magnificently under the combined influence of plenty of rain and sunshine, but if it is ruined by a frost late in the spring or early in the autumn where is the gain? Again people made the mistake of supposing that the summer frost was purely a product of the north, and that just as you went north so would summer frosts increase. In Mr. William Ogilvie's report on the Peace River country he mentions summer frosts there, and the settlers in the Carrot River district and about Shell River have suffered from them in some recent seasons.

Now I believe that the summer frost is simply another of the vagaries of that great plain to the east of the Rocky Mountains. Sixty years ago in Kansas, and in other of the United States even further south, they had summer frosts, and had them badly, perhaps as badly as Western Canada ever had. They haven't had one for fifty years. Twenty-seven years ago the Mennonites, a sect of Russian Germans, rejected their reservation in southern Manitoba because of summer frosts. There hasn't been a summer frost there for eighteen years. What has caused the change? In 1876 some men of little faith told, before this Institute, of summer frosts in districts in the Canadian West that are now considered the gardens of the country, and in replying to them Lieut.-General Sir H. Lefroy said: "We are not yet fully informed as to what influences the processes of civilisation and cultivation may have toward improving a climate." To-day we are justified in believing that cultivation banishes the summer frosts for ever.

There are a number of scientific reasons. Drainage has its effect in certain districts. Then I have told you that the prairie soil is black, and you know that a black or dark surface absorbs much radiant energy or heat from the sun. A simple experiment was made last season in Yorkton, Assiniboia, by Mr. Thos. Kirkland. He buried two thermometers six inches deep in the earth, one under the sod of soil that had never been cultivated, and the other a few yards distant, under soil that had been under cultivation a number

of years. In the early morning, even after the radiation of the night, the thermometer in the cultivated soil showed no less than 20° higher temperature than the other. Feeling that this could hardly be correct, I asked the superintendent of the Government Experimental Farm at Indian Head as to his opinion. He said that the statement was in all probability perfectly correct. Now it seems evident that such an increase in temperature in the soil over large areas of country would in itself be sufficient to banish every possibility of summer frost; and as far as we have gone, practice has shown that such is the case.

Now from all this I am going to deduce another postulate. I believe that the time will come, and very soon, as such things go, when agriculture—mixed farming, stock-raising and grain-growing—will be carried on successfully as far north as the Great Slave Lake (Heaven knows how much further!), and that great areas of beautiful country in the North, notably those about the valley of the Peace River, practically the territory of Athabasca, will be raising, at their best, all the more valuable crops of the North Temperate Zone without fear of having them injured by summer frosts. I don't know about the Royal Colonial Institute, but I feel certain that if I made that statement anywhere in Canada even ten years ago I should have been pitied, but considered perfectly harmless. I'm not so sure of all your opinions on the matter to-night.

#### RESOURCES.

The word is an easy one to write, but what it means I cannot even undertake to consider. In any case it would be useless, for no one knows. But sometimes even a sentence or two is of value. The Pacific Coast has its great salmon and halibut fisheries, the latter almost undeveloped. British Columbia has mineral wealth incalculable: infinite stores of coal, gold, lead, silver, and copper; resources in lands for orchards and vineyards, in vast forests of gigantic trees; and such resources in scenery as have been given to no other country.

The resources of the plain lands are still more indescribable. They too are underlaid with great beds of coal that in many places is dug out of the banks of the rivers by the settlers. The Mackenzie district seems to give indications of being one of the world's greatest petroleum-bearing regions, and natural gas has been obtained in large quantities here, as well as much further south, where Medicine Hat in Assiniboia has put in a municipal natural-gas system. In the

north the herds of Barren Ground caribou and musk oxen are countless, and the lakes, of which no man knows the number, teem with fish; and "teem" is not the usual platitude, but I mean it literally. Mr. Tyrrell in 1900, in Artillery Lake, with one spoon-hook caught eighteen trout in fifteen minutes, many of them weighing from sixteen to eighteen pounds. Large and small game are everywhere in numbers which for my credit's sake I shall be careful to tell you nothing about.

As to attempting in a sentence or two to give you even a vague idea of the agricultural resources of the country, the task is altogether too appalling, and, much to my credit I think, for the first time this evening I shall have to retire behind a column of figures. The table shows you the area in acres of the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, and how much is yet at the disposal of the Government.

*Assiniboia, Alberta, Saskatchewan and Athabasca (combined).*

	Acres	Acres
Approximate area . . . . .		345,000,000
Less Reserve for railways . . . . .	55,234,880	
„ Indian reserves . . . . .	2,387,908	
„ School grants . . . . .	19,200,000	
„ Timber reserves . . . . .	573,440	
„ Hudson's Bay Company's lands . . . . .	5,800,000	
„ Disposed of as homesteads to settlers to end of 1901 . . . . .	4,443,772	
		<hr/> 87,590,000
Yet at the disposal of the Government of Canada . . . . .		<hr/> 257,410,000

Besides this much of the railway and Hudson's Bay Company's land is obtainable by settlers. If to the 345,000,000 acres above you add the area of Manitoba, 74,000,000 acres, you get a total of 419,000,000 acres, and I shall undertake to say that no similar area in the world contains a greater proportion of good agricultural land. But I am leaving out entirely British Columbia, which has considerable areas of good land, and not even mentioning Mackenzie and Keewatin. What these two last may do in times to come I don't know. As my own knowledge of the West has developed I have had my ideas so revolutionised that I hardly know what to believe. If some one told me that he was growing peaches on the shores of the Great Bear Lake, I should almost hesitate to doubt him.



## DEVELOPMENT.

Here again is an impossible subject, but I shall treat it as I did the last. The Canadian Pacific Railway, when it went west, crossed the bald prairie far to the south of the North Saskatchewan, during part of its journey establishing a world's record by completing four miles of track every day. It communicates with the north by two branches, but why it didn't go further north, along its earlier survey, Lord Strathcona is credited with having said that the southern country needed settling, while the northern country would settle itself, and all alike would become tributary to the railway. As the west is knee-deep in his lordship's supposed sayings, just whether he ever said this or not I never knew; and I never dare ask him for fear I should find that he hadn't, under which circumstances I should have no excuse for repeating it to you.

Settlers, many of them from Eastern Canada, began to go in, and the increase, though not extraordinarily rapid, was steady. In the meantime people were slowly learning many things, some of which I have striven to tell you this evening. When the present Canadian Government came into power, the gentleman who was made Minister of the Interior, the Honourable Clifford Sifton, was a Manitoban. He knew the West thoroughly, and fully realised its capabilities. He knew that its development was a matter of the utmost importance, and that but one thing was needed to make that development a reality. The country needed people. He elaborated an adequate immigration policy, and raised it to the dignity of being one of the most important of the great matters which the Government had to undertake. The work in this country and on the Continent of Europe had already gone far in the hands of the late and the present High Commissioner, with the able assistance of Mr. Joseph G. Colmer, but its scope was enlarged, and it was given an office to itself under the direction of Mr. W. T. R. Preston. In the meantime an active emigration propaganda was instituted in the United States.

Seldom has any policy shown so much effect in so little time. Settlers began to pour in, and the people of the United States began to realise that something was happening to their north, that, as far as they could judge, was not within the limits of their own country. The grain-growing area began to increase in a most astonishing way. In 1901 the amount of wheat, oats and barley grown in the North-West Territories alone was 23,000,000 bushels: in 1902 it was 36,000,000. But let Mr. Sifton tell the story for

himself. In a speech delivered in Boston, United States, on November 21, 1902, he noted that the total production of grain of all kinds for the West and North-West in 1895 was 62,000,000 bushels ; while for 1902 it was 125,000,000 bushels. It had more than doubled in seven years. Then on November 17, 1902, speaking at Toronto, he quoted the following statistics, which are self-explanatory :—

	Population of Manitoba	Population of North-West Territories
1881 . . . . .	—	56,446
1891 . . . . .	152,506	98,967
1901 . . . . .	254,947	160,000

The Minister then goes on to say :—

“ I have no doubt that to-day the population of the North-West Territories is 250,000, and that the increase during the last year has been more than during the decade from 1891 to 1901.

“ But ” (he continues) “ the tide of population is only beginning to rise. We see only what the American poet so well described, in speaking of his own country, as ‘ the first low wash of waves where soon shall roll a human sea.’

“ I am not one of those ” (he goes on) “ who are inclined to undue optimism. I am in the habit of looking at rosy and exuberant predictions in a somewhat cold-blooded way ; but, having regard to the sources of information at my disposal, I should not be at all surprised if by the 1st day of July, 1905, there were about 750,000 people in Manitoba and the North-West Territories, perhaps a million.”

After speaking of the Great Trek of American farmers he says :—

“ You may look to see the people of the West producing upon a scale which will render them, man for man, one of the richest and most independent agricultural communities in the world.”

Through the courtesy of Mr. J. Obed Smith I am enabled to tell you the number of people, of whom the Government have record, who went into the West and North-West to live in 1902. This totals about 76,000 from all sources. Of these 87,000 were Americans, and about 17,000 were from the United Kingdom. From 9,000 to 10,000 were from other parts of Canada, and the majority of the rest were from the Continent of Europe. In the last four or five months of that year, 85 per cent. of the Americans were men alone, who were evidently selecting their places before taking their families in, so these figures do not represent anything

like the full influx from that source. Of the Americans at present coming in, many are Canadian-born.

It must not be supposed, however, that emigration at this rate affects the country very much. At present only the border of it is touched; how little will be shown by the statement that out of the 205,000,000 acres which the Territorial Government has calculated to be the cultivable area in the districts of Assiniboia, Alberta, and Saskatchewan only 900,000 are at present under cultivation: less than one two-hundredth part.

The traffic has increased until, in each of two successive years, the Canadian Pacific Railway, though adding many locomotives and thousands of cars to its equipment, has been utterly beaten, and a grain blockade has resulted. Latterly, I see, they have tried the experiment of running two trains in opposite directions on the same track. The experiments have not been entirely successful. In the *Manitoba Free Press* of December 12, 1902, I noticed an article headed "C.P.R. wreck at Virden." Immediately below it, in the same column, is one headed "Another at Carberry."

The rest of the world is waking up to the new condition of things, and the Canadian Northern Railway is pushing its way through the "park lands" of the Saskatchewan, to go by the path so strongly advocated by Milton and Cheadle, through the Yellow Head Pass to the Pacific. The Grand Trunk has become infected, and, as the *Toronto Globe* of November 24, 1902, says, "the Grand Trunk Pacific is to be built at once from North Bay or Gravenhurst." And now, from the Honourable Andrew G. Blair, the Minister of Railways, come mutterings that lead to the inference that the Government itself is thinking of carrying its railway westward, to add one more steel band from Atlantic to Pacific. Truly this is an infection of progress, and what it will lead to no man can guess.

In the meantime development is normal, law and order are as pre-eminent as in this country, churches are everywhere, and there are 1,500 public schools in Manitoba and 400 in the Territories; and often, where three or four years ago was open prairie, to-day is a town of 1,500 or 2,000 inhabitants.

As to the Fort Garry of the "Great Lone Land," it has seen magic. Nothing but the gate of the fort is left, and where the fort itself once stood now stands the great department store of the ever-youthful father of all these things—the Hudson's Bay Company; and past its doors clang the electric cars of a city of nearly 60,000 inhabitants—the city of Winnipeg.

## THE PEOPLE.

In 1874, when speaking before the Toronto Club, on his return from a tour through the then so-called West of Canada and the United States, that great statesman and diplomatist—but still greater man—the late Earl of Dufferin, said :—

“ But, gentlemen, though the language of gratitude may fail, the theme itself supplies me with that of congratulation, for never has the head of any Government passed through a land so replete with contentment in the present, so pregnant with promise in the future. From the northern forest borderlands, whose primeval recesses are being pierced and indented by the rough-and-ready cultivation of the free-grant settler, to the trim enclosures and wheat-laden townships that smile along the lakes—from the orchards of Niagara to the hunting-grounds of Nepigon—in the wigwam of the Indian, in the homestead of the farmer—in the workshop of the artisan, in the office of his employer—everywhere have I learned that the people are satisfied—satisfied with their own individual prospects and with the prospects of their country—satisfied with their Government and with the institutions under which they prosper—satisfied to be the subjects of the Queen—satisfied to be members of the British Empire.

And so it is to-day. The Indians, with Government help, have in many cases left the wigwams for houses, and are doing well in agriculture. I was present at a fair in Indian Head last year when hundreds of them attended, and wonderful and gorgeous was the display of dress. Many of the Continentals, especially the Galicians, fuse so completely with the people around them, and learn the language so thoroughly, as soon to be indistinguishable from Canadians. As to the general spirit of the people, it is an extraordinary one. It may be summed up by saying that every man in the country is land mad. When I first went into the Commissioner's office in Winnipeg last summer a short individual, whose cap came down over his nose, looked up at me and asked me how long I'd been in.

“ About two hours,” I said.

“ Sit down ! ” was the reply. I did. The gentleman pushed his cap back and started talking, and twenty minutes later I arose convinced that a town named Wapella, in Eastern Assiniboia, was the only place fit for human habitation in all the fair earth. Every man in the country seems to believe that his own particular farm is the best in existence, and, what's more, can prove it. It is at least a healthy spirit.

As to the “ American Invasion ”—we all have them these days—

though some few people have thought otherwise, I do not believe it involves the slightest danger to British interests. I had the pleasure of going north into the Saskatchewan country with a special train containing 166 American capitalists, 120 of whom were bankers, away from business to buy Canadian land. The train was placarded "Special train of the Saskatchewan Valley Land Company," which company bought no less than 1,000,000 acres of land. I have travelled from Winnipeg to the Pacific, and from north of Edmonton south to Estevan, and I have studied the invading army carefully; and it impresses me that the majority of them appreciate British institutions and become good Canadian citizens with great rapidity. At a hotel in Prince Albert on the North Saskatchewan I heard two men arguing the whole matter. One thought that so great might be the number of Americans coming in that the sentiment of the country might finally favour annexation to the United States. The other gave up arguing, and asked him if in the world's history he ever heard of a boundary line in the northern hemisphere moving north. "If the Canadian-American boundary ever starts to move," he said, "it will never stop until it reaches Mexico." Now this is not the view of the matter we wish to take. I look upon this investment of many millions of American money in Canadian lands as but the forging of one more chain in the already existing informal alliance, the greatest in the history of the world, known as the Anglo-American Confederation. There may be 6,000,000,000*l.* of English money invested in the United States, and Mr. Yerkes may undermine the whole of London, but there will never be another such practical bond between the United States and Great Britain as is the Dominion of Canada to-day.

#### GENERAL.

Now I must conclude. I have some figures at my hand, given by the statistician Mulhall, which lead me to the inference that in fifteen years the United States will not be exporting one bushel of wheat; all will be required for home consumption, and her wheat lands will all be under cultivation. Already Canadian flour is being ground in the mills in Minneapolis. I have other figures at hand that lead me to infer that the wheat areas in Canada are considerably larger than those of the United States. The lesson is obvious. The United Kingdom may look to getting her wheat supply from the Canadian plains. Yes, and much of

her supply of meat and dairy produce also. Some of you who are in this room will eat bread from flour made of wheat grown in the valley of the Peace River as sure as day is day. Last year the Hudson's Bay Company sent a ten-thousand-dollar roller flour-mill into Fort Vermilion on the Peace River, and for all I know some of you may have eaten bread from there already.

In a recent speech the Honourable W. S. Fielding, the Minister of Finance, showed that while in the eighteen years of the administration of the late Government, Canada's increase in trade was \$66,000,000, in the last six years, under the administration of the present Government, the increase was no less than \$180,000,000. Starting six years ago with a deficit of \$781,000, the Postmaster-General, the Honourable Sir William Mulock, the other day was able to announce, in spite of lower letter rates, that he had a surplus of \$5,000 to the credit of his department. From a recent speech by Mr. Clouston, the general manager of the Bank of Montreal, it would seem that the general prosperity was boundless—had neither length, nor breadth, nor height, nor depth. And this general prosperity has its reflex influence on the prosperity of the West. In 1901 the sum-total of the bank clearings that went through the clearing house in the city of Winnipeg—the little Fort Garry of a quarter of a century ago—was \$184,199,498. And that is the end of my story.

The other day, when a driving cold rain was blowing over this great city, I stood and watched two little half-clad girls. A man was shovelling ashes out of a cart into an ash-heap. The children were hovering around the flying shovel, more like starving animals than human beings, and snatching at little pieces of half-burned coal that occasionally came to the surface. It was the usual story. Their father was out of work, and they had no fire. It's little wonder that I thought of the green "park lands" away westward on the North Saskatchewan, where their father could get all the work he wanted, and be well paid for it, and all the land he needed, for nothing more than the asking. It's little wonder that the Canadian Government is making a strong effort to get Englishmen, Scotchmen, and Irishmen, of all classes, to lend a hand in building up in the West one more great British nation, that combines all the mental vigour, the moral sanity, and the physical strength and courage that is inherent in a northern race with the conservatism, the sense of justice, the integrity, and the invincible common-sense that seem to come down to us as perpetual heirlooms with the British Constitution. Mr. Preston has a great work to do. As you

assist in building up Canada, so will you assist in lightening the burdens of England by helping to increase the wealth of a nation that ultimately must bear her part in the burden of Imperial defence, and take one more step toward the great goal of a practical Imperial Federation. For the capitalist, in Canada, there are fortunes to be made from the almost unbelievable increases in land values alone; for the settler there is prosperity and wealth; and throughout the country there is a sentiment so British that if any Government refused to put every dollar and every man at its disposal at the service of this country in time of need, that Government could not exist for a moment.

I hope you will pardon the fact that, for the sake of brevity in dealing with a very great subject, I have been dogmatic. Every man's opinions, given in public, are open subjects for controversy. I have tried to give you a simple and accurate idea of my own impressions concerning the Canadian West and North-West, as those impressions exist in January, 1908.

*The Paper was illustrated by a number of limelight views.*

#### DISCUSSION.

The CHAIRMAN (the Right Hon. Lord Strathcona, G.C.M.G.): We have all listened with great interest to the address which has been given by our friend Mr. Hickman, illustrated as it has been by such admirable views of the great North-West country. I had not seen the address until this morning, and was not aware of the references made to myself. I am not quite sure that all those references are entirely accurate, but on that account they will no doubt have been more interesting and amusing to the audience. They are certainly not more unreliable than many things that I have heard said of myself within the last few years. But we do not mind these little incidents, and are glad sometimes to laugh and be amused at what is said of us. An excellent friend of mine has published a book purporting to be the story of my life. He had not the opportunity of making all his statements exactly correct, and there are some conversations which not only never took place, but under no circumstances could ever have taken place. It was all done, however, with the very best intentions, I am sure. Turning to matters of more importance, I was glad to hear what Mr. Hickman said about the Hudson's Bay Company. It was undoubtedly a great influence which that Company exercised, not only by the establishment of posts throughout the country, but through the friendly

relations they formed with the natives. As one illustration I may mention that some forty years ago there was a serious war in the United States—in Minnesota and Dakota—with the Indians. It happened that the Hudson's Bay Company had a post (Fort George, I think) about equally distant from St. Paul's in Minnesota and what is now the city of Winnipeg, and throughout the whole of that territory (entirely unpeopled except by Indians) life was not safe anywhere except in that fort, which had no fortifications, nothing but simple walls which might be knocked to pieces at any time. Once an American or any other person was within its walls, he was absolutely safe. This showed the feeling in the justice of England and those who were representing England there. These friendly relations also served a good purpose when afterwards the governing rights of the Company came to be transferred. There were none of those troubles with the Indians that prevailed in the United States for a number of years, and now the Indians are good and valuable citizens—and settlers—in the North-West. It appears to me marvellous, something like a dream, to think of what that country was forty years ago and what it is to-day. It was then a complete wilderness—no cultivation, no settlement. It is to-day one of the most important parts of Canada, and will become an increasingly great factor in the Dominion. If this last year about 88,000 or 40,000 farmers produced some 180 million bushels of grain, in another ten years that part of the Dominion alone should be able to produce all the grain that will be required for consumption in the Mother Country. It is said Great Britain could be starved out in six weeks; but I think you will agree with me that, with the aid of an efficient Navy, Canada should before long be able to send a sufficient and perpetual supply of everything you require in the shape of breadstuffs and other food products. It is true Canada has not so far given a great deal, in the form of subsidy or of direct assistance in money, towards the Navy; but I may remind you she has built a railway running from the Atlantic to the Pacific, which is not only a benefit to the Dominion itself, but has already been, and will be in the future, of the greatest service to the Empire. It provides an alternative route to India, so that, in the event of the Suez Canal being blocked, Great Britain would be able to transport men and material over her own territory, and across the two oceans of which we trust she will never lose command. We have heard a good deal of the influx of settlers from the United States, and some people apprehend danger in this direction. It is true that within the last three years some 100,000 people have emigrated from



the United States to Canada; and we may, I suppose, look for 50,000 or even more settlers from the Republic this year. I am glad to say that our experience of these settlers, in past years, is that they have become just as good British subjects as any in Canada or in the City of London. They know that life and property are as safe in Canada as in the United States, and that the laws are equal for all; so that their interests, like ours, are bound up in being good citizens of the Empire. I am greatly pleased with what I have heard from Mr. Hickman; and when he tells you that Canada is one of the best places for settlers, he is not telling you more than the facts warrant. The system of education, I may tell you, is equally as good there as here. You have a church at your door there, as here. Just one word with regard to this question of the churches. In former years some very good and worthy clergymen have come to this country from the older provinces of Canada, pleading for assistance for the upkeep of their churches. I have always deprecated that myself, and I am glad to say that the very excellent men who have made such appeals in the past, and have helped others in coming here, are now of the opinion that in doing so they were making a mistake. They know that Canadians are quite capable of supporting their own churches. It was only the other day, in a parish church not far from here, that a Canadian clergyman who knows the Dominion as well as most men told his hearers exactly what I am now saying. You will understand that these remarks relate entirely to such appeals from the more settled parts of Canada, and do not apply to the missions that work so usefully in the great North-West. I will now invite discussion on the Paper.

Sir ALFRED L. JONES, K.C.M.G.: There is some difficulty in opening the discussion of a Paper with which one entirely agrees. One thing that strikes me more than another is that we English people seem to know very little indeed about what we possess. It is a remarkable thing that this grand country of Canada should have remained so long without a population that she so badly needs. The efforts which are being made to people Canada are extremely desirable, not only in her interests, but from the point of view of the interests of the Empire. As an illustration of the importance of encouraging people to settle in our own territory, instead of allowing them to drift under a foreign flag, I need only remind you of the enormous value of the assistance given us by our Colonies during the South African difficulty. How pleasant it must be to our friend Lord Strathcona to watch the growing prosperity

of a country with which he has had so much to do ! Canada has what England wants, and England has what Canada wants. Canada is a great agricultural country, and England has the means of giving her people to cultivate her land. We British people are exceedingly happy in the character of our possessions. We have come into an inheritance the world can never give again to any other nation, and unless we make the most of what we have got I think we are deserving of very little credit. I beg to thank Mr. Hickman for his Paper, and I would urge the Royal Colonial Institute to secure men like Mr. Hickman whenever they can to address them.

Sir FREDERICK YOUNG, K.C.M.G. : With reference to Sir Alfred Jones's last remark, I would merely wish to say that the Council are always ready to get such men as Mr. Hickman whenever they can to come and address the Members of the Institute.

Mr. EBENEZER THORNE (Queensland) : As an old Canadian, though I have not been there for some forty years, I may be allowed to say just a few words with reference to this Paper. Between 1854 and 1860 I published a newspaper in Canada, and therefore had some knowledge of matters relating to the Hudson's Bay Company. I quite agree with what the Chairman has said in reference to the condition of the Indians in that territory at the time of which he speaks. No body or nation has a better record in that respect than that of the Hudson's Bay Company, and, as far as that is concerned, I am entirely with what has been said. I learnt, however, with some astonishment, that the Canadians are under a great debt of gratitude to the Company, for when I left Canada in 1860 I was not aware that we were under any such obligation. It was, in fact, a moot question at that time whether the charter should be renewed. Of course there were two sides to the question; but the great bulk of the publicists were against renewal. It was, I may tell you, a hanging matter for any white man to be found in the Company's territory, unless he was engaged by the Company or had a licence from them. That did not strike us as a matter we had much to be thankful for. As regards the lecture we have heard to-night, I have nothing but the greatest praise for it. I agree entirely with what has been said as to the colossal ignorance which exists in this country regarding the outlying parts of the Empire. I have found even amongst educated people a degree of ignorance which strikes me, coming as I do from these outlying parts, as being something extraordinary. I would call attention to just one point in the lecture. I was aware that the isothermic

lines run very much to the north, and that there was a large district of country, away up in the Hudson's Bay Territory, much milder in its winter climate than the Northern States of the Union. Now the lecturer has referred to what he calls the Japan Stream. That is to me a most interesting fact, because for the last forty or fifty years I have wondered why the centre of North America should be a district so favoured as far as winter climate is concerned. Well, in this connection I would only mention that in Queensland we have a current running to the north, at the rate sometimes of four knots per hour. Whether that is the commencement of the stream which causes the climate of Central Canada to be so mild I am unable to say; but I throw out the suggestion for consideration. In conclusion, I would only say that I wish some means could be devised for deporting the able-bodied unemployed of this country, whom I saw marching through your streets to-day, to these districts, and giving them a chance of getting three meals a day.

Mr. F. W. THOMPSON (Canada): I feel that there is unfortunately a great lack of knowledge in Great Britain with respect to the great commercial advantages of Canada. The wheat production will go on increasing, and I myself hope to live to see the day when the North-West will yield more than double the quantity of wheat that is now consumed in the United Kingdom. It is almost impossible to estimate the great importance of Canada in relation to the Empire. It is therefore a matter of great satisfaction that the attention of the people of this country is being directed to the advantages which Canada offers.

Mr. W. T. R. PRESTON: As a Canadian I wish to thank Mr. Hickman most heartily for the presentation of the subject of this evening's lecture, and also to congratulate this audience on having heard it. It is sometimes said that in Canada we live in too optimistic an atmosphere, and that, therefore, there is an inherent disposition to exaggerate. I do not think Mr. Hickman has been guilty in this respect. In fact, I do not believe it is possible, in describing the situation in Canada at present, to be successfully charged with exaggeration. The plainest statement of facts sounds like a romance. As to the importance, from an Imperial point of view, of Canada becoming more thickly populated, I may be pardoned for mentioning that during the early months of the late war I was in a country about 2,000 miles south-east of London, and I read in the telegraphic columns of a foreign newspaper one morning that Colonial Contingents were to be sent to South Africa,

and among them one from Canada. During the day an important official of a certain Continental Government, in referring to this question, asked me how many Canadians or Australians were likely to take part in the war. I gave him my opinion, and he ventured the remark in the presence of several other officers (he was the commandant of a large military district), that "the moral influence of the assistance which Great Britain is now receiving from her Colonies will have a most astonishing effect upon the Great Powers of Europe." Through the inclination and ability of the Colonies to come to the assistance of the Mother Country the world realised for the first time what a great reserve power Great Britain possesses in her Colonies. It was also a new realisation for the Mother Country as well. But why has Great Britain not awakened to the importance of this question? Why is she slumbering and every decade allowing hundreds of thousands of her children to become citizens of foreign countries without making some effort to divert the stream towards her own possessions, so that in time of danger, which must surely come, her children may be to her a tower of strength? As Canadians, what are we asking you to do? It is to take steps so that you may send your people, your enormous surplus population, not to a country where they cannot earn a living, but to a land where there are no poor-houses; a country which has the finest educational facilities in the world, and the freest and broadest system of government—municipal, provincial, and federal—and where the population soon become independent and self-supporting. This is the country to which Mr. Hickman has been directing your attention to-night. In the Dominion every man over twenty-one years of age, who is of sound mind, and not a criminal, is entitled to the franchise. Every possible encouragement is given to the people to become reputable citizens, and everything is done that possibly can be to build up a high personal and national character. When we offer a country such as that as a place for settlement to the toilers of this country, it is thought that the appeal ought not to be made in vain to the statesmen of Great Britain to turn their attention to this question, and to do something, as I have said, to divert this great stream now pouring towards foreign lands in the direction of the great self-governing Colonies in general, and Canada in particular. I have seen the wheat-fields of France, Austria, Hungary, Germany, Sweden, and Russia, and in all my travelling I have seen no such wheat, no such fields of golden grain as those of Manitoba and Western Canada. This is not all. I do not give you simply my own opinion upon the value of the product of that country.

As you know, the standard money of the world is gold, but you may not be aware of the fact that the standard wheat, the wheat by which all the wheat of the world is judged, is Manitoba wheat. Canada in this new country has, therefore, established a higher standard than had ever existed before in the quality of life-giving food. This is the country which is open as a haven and as a hope for the struggling and dissatisfied millions of this land. Canada wants population. It is not closing its doors to the seething masses of Europe, but it welcomes barbarians, Scythians, bond or free. In the wheat-fields of Manitoba and the North-West we believe there is more wealth than in any gold-producing country of the world. In the search for gold, not three in a hundred are successful, but in the agricultural prospects in Canada ninety-nine per cent. can and should succeed. If the peasantry of Europe can go there—and they are pouring into Canada by tens of thousands—and prosper, why cannot Englishmen, Scotchmen, Welshmen, and Irishmen do the same thing? The trend of Empire from the earliest history has been northward and westward. The last great area of uncultivated and unsettled fertile soil is this “Great Lone Land.” What has been said about its progress is no romance. Figures without number, to prove this assertion, could be given if time permitted. It is only necessary to say that in the last twelve years the deposits in Canadian banks have increased from 28,000,000*l.* to 90,000,000*l.*, and the public revenue has increased from about 8,000,000*l.* in 1896 to over 12,000,000*l.* last year. Bankers and financiers, usually pessimistic, declare that they can see no cloud on the horizon of Canadian development, and that they believe that the present generation of the Dominion will not know what hard times are. I maintain, then, that we offer to the millions of this country not only comfortable homes, but that from an Imperialistic standpoint a greater opportunity was never offered of doing something to assist in building up a great Empire than by endeavouring to direct the great part of the stream of British emigration, which is going elsewhere, to your own Colonial possessions.

MR. F. FAITHFULL BEGG: Having just returned from a visit to Canada, I have taken a special interest in the lecture, and I am especially glad to have this opportunity—the first public opportunity since my return to this country—to express my own thanks, and I am sure the thanks of the deputation of which I was a member, to our friends in Canada for the cordial reception we received there. The hospitality was sumptuous, almost too sumptuous, and the wonder is that we have survived, considering the number of func-

tions and ceremonies we were called upon to go through. Coming, however, to the subject of discussion, a delightful vein of dry humour ran through the Paper to which we have just listened. I do not wish to say anything disrespectful of the Colonial Institute, but I might remark that we sometimes have Papers in which that element is lacking, and I would suggest to Mr. O'Halloran that he should give a hint to lecturers that a little infusion of humour would always be acceptable. I almost think Mr. Hickman must be a Scotchman. ("An Irishman.") Well, that accounts for it! I have had the privilege on some four or five occasions of visiting Canada, and have passed three times through the great North-West, the part bridged by the Canadian Pacific Railway. I have also been to British Columbia. There is no doubt, in my opinion, that the capabilities of these regions are enormous, and that they remain to a large extent undeveloped. It appears that the time has at last come when people are beginning to realise the enormous natural advantages of that country. I remember in 1886 passing through some of these regions, and all who were of the party agreed as to the great possibilities of the country as a wheat-producing area. I have little to say by way of criticism, but I may be allowed to point out one source of wealth in Canada which, strangely enough, has not been mentioned by Mr. Hickman, and that is the enormous undeveloped resources of Lower Canada in the form of water power. I believe that within a radius of forty-five miles of Ottawa there is at low water no less than one million horse-power of such energy running to waste. It will be in the knowledge of some present that in recent years there have been developed certain industries which cannot be carried on without the use of electric energy in the form of the electric furnace, and that this energy cannot be developed economically except by the use of water power. Putting aside all questions of the ordinary use of water power, what an amount of wealth is lying unused in the comparatively limited area to which I have referred! In other parts of Canada there are doubtless similarly wonderful water powers waiting to be developed, and possibly we may find in these a source of wealth unsuspected in the past. The two things which are wanted in Canada are immigrants and capitalists. There is unbounded opportunity for the thrifty immigrant to make himself comfortable and even well to do; and during our recent visit, as well as during previous visits, I saw abundant evidence that capital judiciously introduced and skilfully handled would meet with due reward.

Mr. W. W. CLARKE: As an Australian, I desire to add an ex-

pression of my appreciation of the Paper, and to say that in my opinion the records of the Institute will be the richer by its contribution. I may mention that we in Australia are already importing Manitoban wheat. It is found to be of an exceedingly fine quality, and less of this wheat is required to produce the 2-lb. loaf than of any other wheat in the world. It is highly desirable that we should know more of the great Empire to which we belong, and the more I am sure we shall rejoice in belonging to it.

MR. NEVILLE P. EDWARDS: I have listened with great pleasure to Mr. Hickman's exceedingly able and comprehensive Paper. I had the privilege, while travelling last year in Canada, of meeting Mr. Hickman and of seeing how thoroughly he set about his task of acquiring information about this vast Dominion. For myself, I may say that I have only travelled in Canada some 7,000 or 8,000 miles; which, of course, in such a country is almost nothing at all. Previous to going I spoke to Mr. Preston and other Canadian gentlemen, all of whom spoke so eloquently of the wonderful resources of their country that I began to have doubts. When I landed in Montreal everybody said, "You should see what there is out West." In fact, I heard so many marvellous things that I said to myself, "I shall only believe all this when I see it." That was the spirit in which I went out to the great North-West. I was very soon led to fling doubts to the winds. Everything I saw there convinced me that what I had been told was true and that there had been no exaggeration. There are, I believe, the most wonderful openings in that country. The subject of water power has been referred to, and I may mention that at the junction of Lake Superior and Lake Huron there has been established, at a most enormous cost, some very extensive electrical power works, steel, paper, pulp, and other mills, which all owe their existence on Canadian soil to the fact of the tremendous water power previously all running to waste between the two lakes. Another point to which I would call attention is that the great North-West would be of comparatively little value as yet but for the fact that Canada possesses such extraordinary means of water communication. The cost of freight by rail on a bushel of wheat for the few hundred miles separating Winnipeg from Port Arthur is 7½d., but from Port Arthur for all the rest of the way to England the cost is only 1½d. This shows the tremendous value that natural system of inland navigation is to Canada, and what an important part it will play in her future prosperity and development.

MR. T. R. CLOUGHER: As a Canadian I desire to thank Mr.

Hickman very much for his excellent Paper, and I would suggest that in the near future he would do well to re-cast some portion of his material and deliver the address in a popular form in some of the scattered parishes of this country. With reference to the remarks of a gentleman at the back of the hall regarding the Hudson's Bay Company, I desire to say that while such an opinion may have existed in the minds of a few in Canada during the sixties, there is nothing of the kind to be found in Canada to-day. Doubtless at one time the Hudson's Bay Company, as well as the Canadian Pacific Railway, were misunderstood and therefore misjudged. When, however, in the light of recent developments, we recall the great work done by the Hudson's Bay Company in opening up the vast wilderness from the head of Lake Superior to the Rocky Mountains, and the manner in which their representatives facilitated the exploration of those vast regions, and the great work done by the Canadian Pacific Railway in not only making possible the early settlement of the West, but also the inestimable benefit that this trans-continental line has been to Imperial Britain, no intelligent man of the Dominion would be found to-day making use of such words of criticism. I therefore fully endorse all that Mr. Hickman said regarding these great corporations. In reference to the Chairman's remark about clergymen coming here and pleading for funds, I would merely say that, in my opinion, the inhabitants of Great Britain do owe something, as a sort of thank-offering, to the churches of the various denominations in Canada which are giving support and education and spiritual instruction to the people that come to them. I would only add that when you have any superfluous cash you will find a much better, safer, and more remunerative field for investment in Canada than in the Argentine or in many other places where Englishmen love to sink their money.

The CHAIRMAN: I would now ask you to give a hearty vote of thanks to Mr. Hickman for his admirable address.

Mr. HICKMAN: I am inclined to think that the only visible explanation of the fact that this Paper has called forth so little criticism is that it has been rather weak. I may say that up to the present, in my experience of Royal Colonial Institute Papers and their discussions, I cannot remember one that has not drawn out some rather pungent and direct criticism. For that reason, I hardly know whether to be pleased or not with the treatment in the present case, though I think I am safe in not being altogether pleased. I was sorry to hear Mr. Thorne speak in the way he did of the Hudson's Bay Company, for I think that if he closely



examines the facts he will find a justification for the view that I am always inclined to take, that if it were not for the Hudson's Bay Company in the early days it is very possible that Western Canada would not have been a portion of the British Empire to-day. As to the Japan Current flowing from the coast of Queensland, as Mr. Thorne has suggested, I can only say that such a thought has called up an entirely new theory to me. You know that last summer Western Canada got more rain than ever before in its history, and you also know that Australia came very far from getting even what rain she needed. I shouldn't on the spur of the moment like to suggest any connection, as, if the Australians thought we were stealing their rain, it might lead to inter-Imperial complications. I must not pass on without at least stating how much I have appreciated Mr. Preston's kind words, however little they were merited. I can only hope that his eloquent appeal will meet with the full appreciation of the people it directly affects, and also with its full practical reward. When Mr. Begg spoke of me as a possible Scotchman, and on the spur of the moment I stated that I was an Irishman, I am afraid I stated what wasn't true. Of course, I am a Canadian, but perhaps the loose statement simply serves to indicate how invariably the people of Canada look to this country as home. The fact that my people came from the North of Ireland leaves me with practically the same feeling towards that country as if it were home. I saw Mr. Neville Edwards when he was in the stage of unbelief as to the much-vaunted capabilities of Western Canada. Whether or not the climate of that country affects the veracity of all who are unfortunate enough to come within its range of influence I do not know, but it seems to me that I remember reading a descriptive article of Mr. Edwards's a few months later, in which he spoke of "rolling west from Winnipeg through fifteen hundred miles of prairie country," or something to that effect, perfectly oblivious of the fact that in that fifteen hundred miles he had to cross the Rocky Mountains and various other obstructions. I cannot impress too strongly the fact that, in comparison with the Americans, British capitalists have overlooked and are now overlooking the lands of Western Canada. There is no type of investment safer than real estate. It is practically impossible that Canadian land within the region that I have especially indicated could fall in value. The worst that can happen is that its value may remain stationary for a time. In many cases it is increasing in value from 25 to 100 per cent. or more per annum, and I think you will agree with me in looking upon

this percentage as a most satisfactory one for any investment. Mr. Kipling has said: "If you can't go yourself, send your money and plenty of it." I may add that if you do send your money, and plenty of it, you will get plenty back; that is, always providing that you don't go into speculations which have not been properly investigated from this side of the water. If a man loses money in Canadian investments at present, it is usually the man's own fault. In concluding, I have one duty left, and it is a very pleasant one. Under such circumstances, and dealing with the Canadian West and North-West, I could ask no greater privilege than that Lord Strathcona should be in the Chair. He has done very much more than any other one man, perhaps more than any group of men who have worked together, in opening up to the world this remarkable country, of which people were so slow to realise the value. Anything I have said in the Paper relative to his lordship may have been crudely expressed, but it was called forth merely by my own appreciation of the part he played in the consummation of an extraordinary piece of work. I wish to ask you to join me in giving a very sincere vote of thanks to Lord Strathcona for presiding this evening.

The CHAIRMAN acknowledged the vote of thanks, and the proceedings terminated.

AN AFTERNOON MEETING was held in the Library of the Institute on Tuesday, January 27, 1903, when Mr. J. S. Gamble, M.A., C.I.E., F.R.S., read a Paper on "The Forests of India and their Management."

Major-General Sir Henry Green, K.C.S.I., C.B., a member of the Council, presided.

The CHAIRMAN briefly introduced Mr. Gamble, who, he said, had served in various parts of India for a period extending over nearly thirty years, and called on him to read his Paper.

## THE FORESTS OF INDIA AND THEIR MANAGEMENT.

WHEN I was a forest officer in India I was often asked "What do you do?" also, "I suppose you cut down trees and plant another in place of each one cut?" and so on: such questions showing but the vaguest idea of the duties of a forest officer in such a country. The fact is that the Indian forest officer is one of a small band who have the management of a large Government estate. The area of forest managed in some kind of systematic way in the Government or British Provinces amounts to about 200,000 square miles, of which about 88,000 square miles are "reserved" forests—that is, forests demarcated and legally settled as a Government forest estate. This permanent area, however, is, after all, only about 9·3 per cent. of the total area of British territory—945,000 square miles; and possibly, including permanent private forest estates, the percentage may reach as much as 10. Now, in France, according to Dr. Schlich in his "Manual of Forestry," the percentage is 16, in Germany 26, in Hungary 35, in Russia 42, the United Kingdom only showing 4; so that, after all, in India there is room for extension, if extension is possible, especially in those regions which have a dry climate and are subject to occasional drought. It may easily be understood that the distribution of Indian forests is somewhat unequal, the great compact forest areas being found usually in thinly populated hill districts, while the mass of the thickly populated, highly cultivated country has very little. In the Presidencies of Madras and Bombay, in the Central Provinces, Berar, and parts of Bengal, the distribution of forest is fairly even, there being a more or less even division of the land, so that supplies of forest produce are obtainable within fairly short distances of the centres of population; in other parts of Bengal, the sub-Himalaya, Assam and Burma, the proportion of forest as compared with forestless land is greater; while in the great plains of the valleys of the

Ganges and Indus the amount of forest is very small indeed. For climatic reasons this is a misfortune, for there can be but little doubt but that a good proportion of forest land in agricultural regions is of great importance in the maintenance of atmospheric moisture, and it may be hoped that in future years more may be done for the creation of forests in such places. But what has already been done is really of the greatest utility, and that is the reservation of most of the forest lands on the mountain ranges of the Peninsula and on the lower Himalayan slopes. In a recent Message to the Congress of the United States, President Roosevelt recommended the formation of a reserve of about 6,250 square miles on the southern Appalachians, because that mountain range has the heaviest rainfall in the United States except on the North Pacific coast; and if that rainfall, often as much as 105 inches yearly, descended upon denuded slopes, it would wash off them the soil, to obstruct the rivers, fill up the harbours on the coast, and bury huge areas of fertile agricultural land. So that the regulation of the rivers can only be accomplished by the conservation of the forests at their sources. It is probable that the case of the Indian hill ranges is of no less importance than that of the Appalachians: and it is for this reason a rather serious matter that so little has yet been accomplished in the way of safeguarding the slopes of the inner Himalayan valleys, where is the collecting-ground of the rivers of Northern India, on which depends the immensely important question of securing a permanent supply to fill those great canals of which Indian engineers are so justly proud.

Forests in India serve, then, an important, in my opinion the most important, function, in protecting the water supply; but they also are of great value in affording regular supplies of produce such as the people of the country require—chiefly small timber, bamboos, and grass—for house-building, fencing, agricultural implements and fuel, besides a fair amount of large material for the public works of the country and especially for the railways, and a certain amount for export.

India has but little timber export. The teak trade, chiefly from Burma, is the only timber export trade of any consequence. Of other woods exported there are very few; blackwood, chiefly from the forests along the Malabar coast, is exported to a small extent; *padauk*, the produce of a fine tree of the Andaman Islands, has recently come to find a good market as a furniture wood in Europe and America; small quantities of satinwood, ebony, red sanders wood for dyeing, sandalwood, rattans, and choice bamboo are occasionally

sent out of the country ; but of all these the amounts are small, and really the only export trade of any importance is that of teakwood, and of this the amount yearly sold comes to between 200,000 and 300,000 tons, valued at about  $1\frac{1}{2}$  million pounds sterling. This may be said to be the annual yield of the capital which India possesses in the forests of Burma, a most valuable property, demanding the greatest possible care and intelligence in management and strong endeavours to improve it and increase its yield.

Many endeavours have been made to introduce to the export trade a number of other fine woods, and to some small extent successfully ; but the difficulty lies partly in the trouble that has to be taken to secure the attention of dealers to new woods, partly in the fact that the maintenance of a permanent supply in the case of woods which are not the produce of gregarious trees, but only of trees which are found here and there scattered in the forests, is not easy to keep up. With the improvement of communications the difficulty ought to disappear to a great extent. The forests of the chief gregarious trees of India proper, the *Sál*, *Sissoo*, *Khair*, *Babul*, lie much too far away from the coast to make export profitable ; while the *Eng* and the *Pyengado* of Burma, which are common enough, are not woods of sufficient special value for any but rough purposes. The last-named has proved an excellent wood for sleepers, telegraph-posts, and paving-blocks, and it may be hoped that the trade in it will soon improve. But though not at present of much importance for export, there are many better-class timbers which are of importance for local purposes, as are also some of those of the Himalaya, including the coniferous woods, the chief of which is the deodar cedar. For railway sleepers and building the chief woods of Northern India are the deodar, the pines, and the *Sál* ; the deodar being, probably, taken all round, the finest sleeper wood in the world. For furniture and fittings, the chief woods are the *Sissoo* (*Dalbergia Sissoo*), blackwood (*D. latifolia*), *Toon* (*Cedrela Toona*), *Jarul* (*Lagerströmia Flos-Reginæ*), *Bijasal* (*Pterocarpus Marsupium*), and satinwood (*Chloroxylon Swietenia*) ; and these are the woods of which most account has to be taken in managing forests for timber purposes, and for which an improved trade is chiefly desirable.

Most of the other woods of India come into a lower category, and are in demand only for local building purposes among agriculturists and others who require chiefly pieces of small size fit to give house-posts, rafters, and small planking, and for fuel ; also bamboos, canes, split palm-stems, brushwood, and grass. The demand in

India for material for common local purposes is enormous, and consequently a large percentage of the forests is devoted to their growth and managed for their supply.

Thus, it may be seen that the forests of India produce three categories of timber: (1) export timber, chiefly teak; (2) timber for public and other large works and railway supply; and (3) small wood for the general supply of the great mass of the population; and it is according as the one or the other kind is the chief produce required that the working of the forests is regulated. Sometimes, of course, there may be forests worked solely for fuel, or only for grass or for bamboo, for india-rubber, for dyes and tans, or even for grazing; but these are only of comparatively local importance.

The most common description of forest in India is the dry deciduous forest of the Central Provinces, the adjoining parts of Bengal and the United Provinces on the north, of Bombay on the west, and of the Madras Presidency on the south-east and south. In the northern portion *Sal* is the chief tree; in the rest, teak. Among other trees yielding timbers of value are the blackwood, satinwood, ebony (*Diospyros Melanoxylon* and *tomentosa*), bijasal, ironwood (*Xylia dolabriformis*), and species of *Terminalia*, *Lagerströmia*, *Anogeissus*, &c. In the southern forests *Pterocarpus santalinus*, the "Red Sanders," is important, and in places, usually gregariously, the *Anjan* (*Hardwickia binata*), the hardest and heaviest wood of India. The sandalwood forests are also very valuable. These forests do not, except in valleys with deep soil, produce large timber, but they are of very great value, if properly protected from fire, for local supplies of small timber and fuel. The gregarious *Sal* forests occupy the forest tracts at the foot of the Himalaya, from the Punjab to Assam and a portion of the Central India area extending southwards to the Circars. In the sub-Himalayan region come also the gregarious forests of *Sissoo* (*Dalbergia Sissoo*) and *Khair* (*Acacia Catechu*), while in the Punjab and Sind are found forests of *Babul* (*Acacia arabica*), which also is found in Western and Southern India, chiefly on the well-known black cotton soil. In the Carnatic country is a description of dry evergreen forest with small trees of hard-wooded kinds, the true ebony (*Diospyros Ebenum*) and species of *Mimusops* being noticeable with many thorny bushes. The teak forests of Burma are found in comparatively dry regions on the ranges of hills called Yomas and in the country to the north of them. The rest of Burma is occupied by various descriptions of forest growth, ending in the great, almost Malayan, evergreen forests of large trees in great

mixture of species, such as are also found in Chittagong, Assam and Northern Bengal to the north, and on the Western Ghâts of South and West India. The Western Himalaya is characterised by forests of conifers with oaks and other trees of European genera, the chief trees being the deodar (*Cedrus Libani*, var. *Deodara*), the pines (*Pinus longifolia*, *excelsa*, and *Gerardiana*), the spruce (*Picea Morinda*), and the silver firs (*Abies Webbiana* and *Pindrow*). In the Eastern Himalaya, conifers, except the low-level *Pinus longifolia*, are only found in inner ranges, the chief trees of the outer ranges being oaks, chestnuts, magnolias, maples and laurels. In river deltas like those of the Ganges, Irawadi, Indus, Godavari, Mahanadi, &c., the forest growth is of the class usually known as mangrove forest, the most valuable tree being the Sundri (*Heritiera minor*). This account of the Indian forest classes is necessarily brief, and it is difficult to give much idea of the great diversity of growth in a small space.

The system of management of the forests of India is very much the same throughout the country. The supreme Government has as its forest adviser an "Inspector-General of Forests;" the local Governments are each advised by one or more superior officers styled "Conservators." The "Inspector-General of Forests," besides being the adviser of the supreme Government, has the control of working plans in the Bengal Presidency, and travels about as he is required, to advise the local Governments and help them to maintain an efficient system; but, except as regards his chief control of the Forest School, he is not an executive officer. The various provinces are divided into "Forest Circles," according to the area and the amount of work. Thus, in Bombay and Burma there are four circles, three each in Madras and the United Provinces, two in the Central Provinces, one each in Bengal, the Punjab, Assam, and Berar; while the forests in smaller areas like Coorg, Ajmere, Baluchistan, and the Andamans are under officers of lower grade. One of the posts in the United Provinces is a small one, as it is held by the Director of the Imperial Forest School, who has the charge of the forest area in which the training of students is carried on. Circles, again, are subdivided into "Divisions," corresponding roughly with the Civil districts, and these are managed by deputy and assistant conservators of the Imperial and Provincial staffs. Divisions, again, are divided into "Ranges," the charge of forest rangers; and these further into "Beats," each the charge of a forest guard. The subdivision is, in almost all respects, the counterpart of that in force in France; the circles, divisions,

ranges, and beats corresponding to the charges of conservators, inspectors, brigadiers, and forest guards in that country. The number of officers qualified or training for the charge of divisions is now about 800, of range officers and foresters in training for rangers there are about 1,680, and of forest guards about 8,500; so that, as an average, each forest guard looks after from 9 to 10 square miles of country. The staff may seem at first sight to be a large one, but I can speak from experience when I say that it is really not nearly large enough to ensure good management and proper efficiency. Ten square miles is a large area for a man to patrol daily on foot, as a guard is expected to do. Each officer in his degree has to be not merely a forest bailiff, but he is by turns an engineer, a policeman, a magistrate, a merchant, an accountant, sometimes even a doctor. In greater or less degree he has to be versed in botany, zoology, geology, meteorology, practical chemistry, law, and in the land revenue history and systems of the country; he is always called upon to be able to ride, to look after elephants and cattle, sometimes even to manage a sailing-boat or a small steamer. He has fine opportunities for shooting and fishing in his leisure time. He is indeed a "jack of all trades," and perhaps more than any European officer in India he has the chance of getting into personal touch with the people of the country, and understanding their language, religion, customs, and prejudices. Some forest officers have been by no means behindhand in literary work connected with India, and it would not be difficult to cite examples to show that forest officers have done much in the study of India, even outside their professional work; while, taken all round, the work of the department as a body, since its foundation less than half a century ago, has been one of great credit to it.

In the organisation of forestry in India the first work was the necessity of a special law, and this has been provided in the shape of Acts and Regulations suited to the requirements and circumstances of different provinces. The Acts regulate the constitution of "reserved" or permanent forests, and their protection and management; the management of other forest lands; the control of the extraction and export of timber and other produce; protection from fire; and the police of the forests. Then came the all-important work of the selection of areas, their settlement, demarcation and survey. The selection was done by officers who personally examined and proposed the most suitable areas. The settlement was a legal operation carried out usually by special magistrates, who inquired into claims, and recorded or commuted or rejected



them. Then came the demarcation, done everywhere by means of substantial marks showing clearly the locality set apart. These works of a preliminary character have necessarily taken some time, and even now are not yet fully completed in all provinces. The Forest Settlement which has been carried out in some provinces, and notably in Madras, has been very thoroughly done; and after the settlement and demarcation the next and chief work of importance has been forest survey. For more than one-half of the Reserved Forest area special surveys have already been completed, so that good maps are now available; and before many years are out it may be expected that the whole area of Government forest in the country will be settled legally, well demarcated, and carefully mapped, all necessary preliminaries for the next step, the provision of Working Plans.

The business of a forester resembles that of a farmer in that he has to look ahead, he has to settle how he can make use of his land so as to yield the best return without endangering his capital. The capital of a farmer is his land, his buildings, implements and stock; the capital of the forester is the same, with the addition of the growth he finds on his land at the commencement of work; for, unlike the farmer, he has to deal with a growth which takes many years instead of a single year or a few years to come to maturity. In its simplest form, therefore, a "Working Plan" is the scheme which decides what interest (that is, what amount of material) can be yearly obtained without decreasing the capital, and rather with the future hope of increasing it, and with the increase of the capital obtaining an increasing interest. Many of the Indian forests when first taken up for management have been in very poor condition indeed; some have had to be given rest for a period of years; others have had to be only carefully and tentatively worked so as to eliminate what is of slight value and increase the proportion of that which is really useful; here and there, there are large forests almost untouched, presenting perhaps the most difficult of problems to manage and reproduce; sometimes, but less often, the forests are in such a condition that a good yield can be at once obtained. It is the business of the compiler of a working plan to consider all the facts of the area he has to deal with, and so frame his proposals that the capital—that is, the growth on the land, shall, as a whole, remain permanent, or, if anything, improving.

In some cases, the preparation of a working plan is a very simple operation. Take, for instance, the case of an area of, say, 6,000 acres of fairly good forest, not containing export timber, but merely

the ordinary woods of the region, and expected to supply the wants in small building material and fuel of a number of adjacent villages, with perhaps a small amount of better-class building wood. Inquiry shows, perhaps, that the simple system of coppice wood gives the best return of the material most wanted, and that such material reaches its best size in thirty years; it will obviously be possible to cut  $\frac{9900}{100}$ , or 200 acres yearly, arranging the localities of cutting so as to suit the centres of consumption. This is a very simple plan, and indeed it is the one which has been very largely adopted in those regions where purely local demands have to be met. Sometimes the whole yearly cutting is made "clean;" sometimes it is modified by leaving what are called "standards," which are intended to remain for two or more rotations of felling, in order to supply a sufficient amount of larger building material. The system of "coppice" working or "coppice with standards" is now being prescribed for considerable areas of country in Central India, Bombay, Madras and elsewhere, where the needs of the local population have to be chiefly considered. Thirty years is, however, rather a long rotation for India; on good soil and in a fairly moist climate, it may be as low as twenty, and in some cases less. The plantations of Australian trees on the Nilgiris are treated on a rotation of only ten years for Eucalyptus and five years for Wattle, and at these ages afford a really wonderful amount of material.

It is obvious that coppice-working is not the best system for forests from which material of larger size and only a comparatively small amount of fuel is to be expected; also for forests on steep slopes, where it is of the utmost importance to maintain a permanent growth of some size. In such cases it is usual to employ the system known as "Selection." Briefly speaking, the selection method of working consists in the removal yearly of a calculated number of mature trees either regularly scattered over the forest, or more or less localised in such a way as to ensure adequate reproduction. Modified, according to local circumstances, this method is applied to most of the timber forests; and in many cases it is applied in such a way as to be not merely a felling of mature timber, but a thinning of poor material and less valuable kinds so as to improve the quality of the stock. Thus, in some of the large *Sal* forests in Northern India, where previous unsystematic fellings had resulted in leaving only material of a poor quality, it has been arranged that for a preliminary period of a certain number of years the whole forest shall be gone over, chiefly

removing unsound and badly-shaped trees and trees of little value, in the hope of the reproduction of good quality *Sal*, and the results of the operations so far have been very successful, the forests now gradually assuming the appearance of well-stocked straight-grown poles with occasional larger-sized trees of good growth. In the deodar and fir forests of the Himalaya, selection is also the system at present in force, the fellings being so made as to make good reproduction likely by natural means, and where necessary supplemented by artificial planting. These works, too, have proved successful.

In the large Himalayan forests of gregarious pines (*Pinus longifolia* and *excelsa*) the method in use is that of a seed-felling, followed in a few years, and when reproduction is assured, by a final felling to remove the rest of the mature growth.

In the teak forests of Burma the selection system is chiefly followed—that is to say, that after a careful valuation of stock, the number of mature trees that a forest is capable of giving yearly is calculated, and these trees are killed by girdling a few years previous to the year of felling. There is one difficulty in this system, and that is that the teak is not a gregarious tree, but grows mixed with other kinds, so that there is always a tendency for these latter to spread instead of the teak. Then, too, the teak forests have usually a thick undergrowth of bamboo, which only flowers, seeds and dies at comparatively long intervals, so that it is only after the death of the clumps that the light-loving seedlings of teak can get a chance. But the difficulties are well known, and Burma forest officers are doing their best to combat them. In the Dutch Colony of Java it has been decided that the difficulties in the natural reproduction of teak are such that it is better to make plantations instead, so that by now they have an area of stocked plantations of about 182 square miles. In Burma another plan has been adopted—viz. that of allowing the forest tribes to cut and cultivate areas, according to the well-known system they have practised from time immemorial, only requiring them, before the cultivated land is abandoned, to plant teak, and paying them for the work if the area is properly stocked. This plan is commonly known as “taungya-plantation.”

It would take too long for me to explain in more detail the various systems which the working plans of India have prescribed, but I hope that what I have said will show that Indian forest officers are working hard to bring their forests under systematic management. All working plans are, at present,

naturally, more or less tentative, and they will gradually be revised, usually at about ten years' interval, from the light of experience. Up to date, about 28,000 square miles have been placed under working plan. Besides providing for the regulation of fellings, working plans have to lay down what is to be done in many other ways. They have to provide for the extraction and sale of quantities of minor produce, whose growth and amount cannot be foretold so well as can that of timber. Among such articles of produce come—the large grasses, used for thatching, mats, baskets, even hut-walls, and sometimes for fodder ; various exudations, such as india-rubber, gamboge, gutta-percha, resins, gums, &c., some of which are of great value, like the trade in india-rubber in Assam and the manufacture of turpentine, rosin and pitch, in the North-West Himalaya ; fruits, barks, leaves, and extracts, used in tanning and dyeing, chief among which are the cutch industry of Burma and the collection of myrabolans in South and West India ; various fibres, medicinal products, &c. They often have to provide for a good deal of grazing so arranged as to interfere as little as possible with the working and reproduction of the forests, at the same time as they satisfy old rights or customs of the people. Then, too, they have to provide for the all-important matter of fire-protection, a work which in the hot dry season taxes to the utmost the energies of the staff, but which has been on the whole a very great success. No work that a forester has to do affects so much his strength and tries his constitution as that of fire protection, the work of which may best be likened to the work of a soldier in a hard campaign in an unhealthy country. It requires elaborate arrangements of cleared belts and lines and the organisation of an efficient staff of watchers and patrols, both to prevent fires being lit and to extinguish those which may occur. Thinnings and cleanings, the cutting of creepers and similar work have also to be arranged for.

Then, too, provision has to be made for the network of export and inspection roads and bridle-paths, without which forest management and working cannot be properly done. In some provinces in India, the work done by the Forest Department in opening up the country by means of roads has been considerable ; and doubtless, in time, other provinces will be equally well provided. Most of the extraction of timber and produce throughout the Peninsula of India and in the belt at the foot of the Himalaya is done by road, chiefly by means of the ordinary country cart drawn by bullocks or buffaloes. From the inner Himalaya, from the forests of Assam and Burma, and from those of the Malabar Coast, the chief extrac-

tion work is done by water. The Himalayan coniferous woods will float, as too will dry teak, but heavier woods like *Sal* have to be assisted by putting them in rafts with soft woods or bamboos. From the forests to the banks of the floating rivers, timber is dragged in Burma and Assam, and in South and West India, by elephants; from the forests of the inner Himalaya it is brought down by means of sledge-roads, water-slides, or wire-tramways, and some of the large works of these kinds are very important and instructive. Very little of the work of extraction is done by the Government directly: wherever possible, forest-fellings are sold standing in the forest as they are in France; in Burma, the extraction is all done by contract; in the inner Himalaya it is done chiefly by petty contracts for different parts of the work. There is much advantage in sales of standing crop, as it relieves the foresters from much detailed work and gives them more time to devote to other important duties. In forests not yet under working plan and in some special cases, as in the Sundarbans, in those for which plans have been made, sales are made by means of permit, allowing the purchaser at fixed rates to remove so much produce within a given time from parts of the area. The purchaser is then allowed to fell what he likes, subject to such restrictions as may be laid down, such as the non-felling of specially valuable species, the cutting of only saplings above a certain size, and the coppicing near the root to allow of speedy shoot-reproduction. The system is obviously only a makeshift one.

The construction of houses for the staff is another important work. Forest guards who have to live in the forest must be well housed if they are to keep their health and do their work efficiently; so is it also with Range officers, and for the inspection staff good rest houses are necessary to enable them without sickness to travel in the hot and rainy seasons, when also transport for their luggage is difficult to obtain. These inspection houses are usually double bungalows, with two sitting-rooms and two, or perhaps more, bedrooms. In fine weather and in the regular camping season all forest officers use tents, and only utilise inspection houses when they are more convenient. The transport of luggage and records is done in different ways in different parts of the country. In the greater part of Central, Western and Southern India country carts drawn by bullocks are used; in the Northern Provinces camels are the best means of carriage; while in Burma, Assam and parts of Bengal luggage is nearly always carried on elephants. In regions which have many waterways, as along parts of both coasts of the

Peninsula, in the Sundarbans, Chittagong, and parts of Burma, nearly all the travelling is done in boats—in important forests like the Sundarbans by steam launch. In the southern parts of Burma it is, I believe, usual to employ a sailing cutter. Thus, an Indian forest officer, if he is lucky enough to get changes which introduce him to different regions, may have some curious experiences in methods of travel.

It is often supposed that the work of a forester is very intimately connected with the formation of plantations; but, as a matter of fact, although some planting work is done almost everywhere in India on a small scale to fill blanks, the formation of regular plantations has been very rightly considered as unnecessary, or, at any rate, to be postponed, in view of the all-important work of securing and organising the actually existing natural forests. Still, some good work has been done, witness the valuable plantation at Changa Manga, in the Punjab, on irrigated land in a very dry climate; the various teak plantations in Burma; the important plantations, mostly made with the object of restocking blanks, of deodar and pine, in the North-West Himalaya; the valuable india-rubber plantations of Assam; the plantations of Australian trees on the Nilgiris; and those of *Casuarina* on the shifting sands of the coasts of South India. The valuable teak plantation at Nilambur, in Malabar, though now under Forest Department management, was originally made by the Collector of Malabar; and the important plantations along the banks of the great Indian canals were all made and are maintained by the Engineer officers of the Public Works Department. For my own part, I should like to hear of a considerable extension of planting work, with the object of growing special trees of great value. Thus, in the damp regions of Malabar and Tenasserim, plantations of gutta-percha ought to be made, for that most important product is getting scarce, and even when trees are found they are found only in scattered places here and there over a considerable distance of country. Gamboge is another product which deserves attention in Malabar. The Japan camphor tree, which is very easy to grow even in quite temperate climates, ought to be largely planted. Plantations of india-rubber—both of the Indian *Ficus elastica*, already a good deal planted in Assam, and of the American *Heveas*, a large plantation of which has just been started in Tavoy—should be largely extended. The more complete stocking of the teak forests of Burma by means of plantations is a subject which, I believe, local officers are engaged in considering; while, looking to the great value of deodar as a sleeper-timber, and the importance

of keeping Himalayan slopes afforested in the interest of the water supply and the prevention of landslips, all really available and suitable lands which will grow it in the Government provinces of the Himalaya ought to be gradually planted up. I am also of opinion that, in the Gangetic plain, wherever waste land can be obtained, plantations of trees capable of yielding, not necessarily valuable timber, but good fuel and small house-building material, should be made in order to attempt to improve the climate, increase the moisture in the air, protect the crops from the wind, and supply useful material to the people.

The training of Indian foresters is carried on in forest schools. The Imperial staff, recruited in Britain, is trained in the forest branch at the Royal Indian Civil Engineering College at Cooper's Hill, and the passed students enter on their duties in India as assistant conservators of forests, whence they may rise to be deputy-conservators and conservators. The Provincial Staff, recruited in India, is trained at the Imperial Forest School at Dehra Dun, in the United Provinces, or at the College of Science at Poona in the Bombay Presidency, and the passed students are appointed as Rangers, and rise to be Extra Assistant and Extra Deputy Conservators. The subordinate staff for Northern India is also partly trained at Dehra Dun, and that for Burma at a newly established school at Tharrawaddy, in that Province. The value of the Indian Imperial School is attested by the fact that students from Ceylon and the Straits Settlements are regularly sent to attend it, and I have recently heard that the French Government proposes to utilise it for some of the staff required for their colonies of Cambodia and Cochin China. This is, it may be remarked, a return compliment to that of some years back, when all the officers for the Indian Forest Service used to be trained at the French School of Forestry at Nancy.

Before I conclude this paper I should like to say that all accounts go to show that the relations between the Indian forest officers and the members of other, and especially the civil, services are gradually becoming very good. It has not always been the case; sometimes, no doubt, forest officers have carried out their special laws a little too rigorously, sometimes civilian officers have thought their prerogatives infringed and the people badly treated. As Sir M. E. Grant-Duff, when Governor of Madras, in one of his speeches, remarked, the forest officer has to look chiefly to the future, while the civilian's business is to look chiefly to the present, so that sometimes their interests clash; but nearly everywhere in India,

now, the district forest officer is really one of the magistrate's staff, and all his work is done with that officer's previous approval. And when, too, it is considered that the character of the forest policy is worked out and ordered by the heads of Provinces, there is no longer room for considering forest officers as alone responsible for measures conceived in the interests of the future, and perhaps seeming to bear hardly on the present generation, while such measures have been approved by the administrative authorities of Provinces, if not by the Government of India itself. For my own part, I can testify to having always had cordial help and assistance from the civilian officers with whom I have had to work during a forest service of twenty-seven years. I have mentioned a few points in which I think more should be done—viz. (1) the afforestation of waste lands in the agricultural country; (2) the cultivation of india-rubber, gutta-percha, gamboge, and similar important products; (3) the endeavour to bring to the notice of the export trade some of the more valuable timber and furniture woods now too much neglected; and I would add, (4) the necessity of improving the forest staff as a scientific body capable of undertaking the position of advisers to Government in matters of forest natural history, and in all questions relating to trees and planting, for the Department is not always, at present, consulted as it ought to be even in such matters as the treatment of avenues and groves. The Indian Forest Department is an important service, doing quietly a great deal of good for India, and among the best tokens of its utility are the way in which its officers have been frequently asked for to inaugurate similar works in the British Colonies and dependencies; and the way in which almost all the Indian Native States have established departments on the same model. Some of the States have already excellent forest services, notably Kashmir, Mysore, and Travancore; while even in the dry regions of Rajputana much is being done which may prove of the highest value in improving the climate and helping the agriculture of the States. I do not propose to touch on the question of education further than to say that both at home and in India I think more trouble should be taken to secure candidates who have a real liking for, and have already more or less studied, natural history.

I have said but little on the financial question, although the Department is beginning to be of considerable help to the revenues of India. The present net revenue, after deduction of expenditure, is about £570,000, but this does not include the value of very large amounts of produce given away free or in satisfaction of recorded



rights. I believe it to be a wrong policy to gauge the work of such a department and of its individual officers, as is only too often done, by the amounts of their financial surplus. It is for the Government to decide what and how much produce is to be given free, but the consequent reduction of revenue ought not to be made the reason for a reduction of staff, a curtailment of work, and a consequent loss of efficiency. Forest conservancy has a higher aim than that of merely giving so much revenue, and it is a mistake to encourage officers to risk over-cutting their forests in order to please the financial authorities. We have sometimes been made to understand that, if we required a better staff and more expenditure on important works of administration and improvement, we must first show that they will pay, and for my part I believe this principle to be wrong. So, too, I consider it to be a wrong policy to give forest officers too much office work to do, too many reports to write. Since I left India I have heard that the present Viceroy has taken up this question, and I can only hope that in the application of his measures of reform he has not forgotten the Forest Department.

In conclusion, I may say that the work of a forest officer in India is, especially for a naturalist, one of the pleasantest careers that a young man can take up. The work is very largely out-of-doors, and though of course there are some charges in unhealthy regions, and in some regions they are much exposed to heat or wet and the chances of illness, most forest officers get their turn of service in the hills at some period of their time. The improvement in communications in India, and especially the construction of railways, has largely done away with the old chances of a solitary life, so that at the present time a forest officer gets as much opportunity for social life as officers in other services; while when out at work, good forest roads, good shelter houses, and a regulated management of the forests make work easier than it used to be thirty years ago. If a forest officer is a sportsman or naturalist, he has great opportunities, and though much has been done already in the investigation of the fauna and flora of India, there is still much left to do, and the modern officer has fine fields open to him in the study of the insect pests, of the fungoid diseases, and above all of the many valuable economic products which require to be made capable of utilisation.

#### DISCUSSION.

Field-Marshal Sir F. PAUL HAINES, G.C.B., G.C.S.I., C.I.E., who was invited to open the discussion, feared that, as he had been

at home for the past twenty years, he could say nothing of practical value. He might say that he had always regarded the Forest Department as one of the most valuable branches of the administration of India.

Mr. T. D. BEIGHTON congratulated the Council on having inaugurated what, he hoped, would be a series of Papers relating to India. The subject of the present Paper was not only of wide interest, but absolutely fascinating. There could be no doubt that the wholesale denudation of forests in times past had had disastrous effects. As Mr. Gamble had pointed out, the forests had an important function in protecting the water supply. They also served to fertilise the land in the districts in which they were situated. The Department of the Gironde in France had been almost irreparably ruined by the neglect of ordinary precautions for the preservation of the forests, and he was credibly informed that the famines which had devastated certain districts of Russia in recent years were mainly due to the ruthless destruction of the forests and the consequent lack of fertility of the soil. He should have thought that in some of the districts of India where famine had prevailed, good results might have been obtained by afforestation. His own connection with the Forest Department was chiefly in connection with the administration of the forest laws. He was afraid Mr. Gamble had rather underrated the unhealthiness of the forest officer's occupation in certain districts. In connection with the making of roads the virgin soil had to be upturned, and this let loose the malignant influences that frequently resulted in malarial fever, and for the same reason tea planters, who had been engaged in laying out their tea gardens, had in some places died like flies. This was undoubtedly a drawback to an occupation which, as Mr. Gamble had said, was otherwise one of a very delightful character. An immense deal was still to be done in the discovery of new fauna and flora, and not a word too much had been said of the merits of the Department in that respect. The commercial aspect of the forest question, upon which Mr. Gamble had touched very slightly, was highly important. The best teak in the world was that of Burma, but Burma was confronted with powerful rivals in Siam and Java. The teak of Java was of rather inferior quality, while that of Siam was of high value. It was significant that the export of teak from Burma had lately diminished, partly owing, he believed, to certain advantages which Siam possessed. In Siam the rivers were apparently nearer the source of supply, and thus the timber could be conveyed intact, whereas in Burma the distances

were so great that the teak had to be cut into shorter lengths, and thus lost some of its value. In speaking of the improvement of inland communication, he hardly supposed that Mr. Gamble thought this would be of value for the conveyance of teak, his information being that only water carriage was sufficiently cheap to enable merchants to put that commodity on the market. It was to be noticed that the profit of the Forest Department in 1900-1901 amounted to eighty-six lacs, and in this connection he would urge that, in view of the competition of Siam, the Government would do well to consider whether they could not somewhat reduce the price of the timber, as a private trader would do in the circumstances. He also thought that greater use might be made by the Government of its facilities for planting for hygienic purposes, the eucalyptus tree, for example, being known for its value from this point of view.

Mr. E. T. SCAMMELL was of opinion that in view of the great and growing demand for timber the subject was one of much importance in the interests of the trade of the Empire. A difficulty had been mentioned in connection with the introduction of new woods. The British importer was no doubt of a very conservative turn of mind, and, as regarded Australian woods, a considerable amount of money and trouble had been necessary in order to recommend them to his use in this country. The question of continuous supply, and, of course, the question of price, were questions of extreme importance. The exhaustion of many sources of supply was ably dealt with in a recent address by Mr. Hawkshaw, C.E., who pointed out that, notwithstanding the increased use of iron and steel, large quantities of timber were still required, and he spoke strongly in favour of some measures of conservation and of increased afforestation. The general question had also been dealt with by Professor Schlich, and perhaps one indirect result of the latter's treatment of the subject was the appointment of the committee on British forestry, which had recently reported and made certain recommendations relating to these islands. The question was, however, one of the greatest importance to all our Colonies and dependencies, and he would fain hope that some steps might be taken towards developing the resources of the Empire generally in this respect. In Victoria the Government directed a commission to investigate the whole subject, and in their final report the commission gave some valuable information respecting the work done not only in India but on the continents of Europe and America in the direction of the conservation and development of forests. He trusted that, notwithstanding the difficulties that confronted the

Australian Commonwealth at the present moment, the Federal Government would not lose sight of this matter. In regard to the planting of eucalyptus, he might mention that he had been reading a report furnished by the Bureau of Forestry in the United States, and an interesting story was told of a contractor who surreptitiously used a certain quantity of eucalyptus instead of Oregon pine piles in the construction of a pier, with the result that when some years after the pier came to be examined the pine piles were found to be nearly all rotted, while the blue-gum eucalyptus piles were as sound as when put in. It had been mentioned that *pyengado* made good sleepers, telegraph-poles, and paving-blocks; and this he could confirm from what he had seen at Glasgow. We had recently seen a report on some Jarra sleepers received by a railway in India from Western Australia, and the engineer said they were the finest ever seen.

Sir FREDERICK YOUNG, K.C.M.G., was glad the efforts of the Council to introduce occasional Papers on Indian topics were appreciated by those specially interested. The present Paper was one of great value to the Colonies and the Empire. In regard to the references that had been made to the value of teak for various purposes, he might mention, as one whose family was formerly connected with shipbuilding, that in the days of wooden ships they considered the Malabar teak the most valuable, and, as a curious example of this statement, he might state that a vessel built of that material in 1817 had recently been purchased by a friend of his, and was now being fitted out in the Isle of Wight.

The CHAIRMAN (Major-General Sir Henry Green, K.C.S.I., C.B.), in moving a vote of thanks to Mr. Gamble, thought that the meeting would agree they had had a very interesting and useful Paper and discussion. He hoped the Paper would be read in every part of the Empire, and that the Government would carry out Mr. Gamble's suggestions. Some years ago he was travelling in Canada, a great timber-exporting country. He remembered asking whether anything was being done to make good the timber by re-planting or otherwise. He was told there was not. He then asked how much longer the forests were expected to last, and the reply was, "About fifty years." "It seems to me," he said, "that that is like a man living on his capital."

Mr. J. S. GAMBLE stated, in reply, that the amount of Burma teak now exported so immensely outweighed that exported from the Malabar coast, that his remarks were naturally directed to the Burma teak. The Malabar teak was probably of better quality on

the whole, but there was not so much of it. There were several things which militated against the general planting of eucalyptus in India. It had been a success in certain portions of the hills, and was useful for fuel and other purposes, but was of exceedingly little use as timber. On the subject of communications he pointed out, in reply to Mr. Beighton, that paths were necessary for dragging the timber to the roads and for the use of the forest officials.

A cordial vote of thanks was given to Sir Henry Green for presiding.

#### FOURTH ORDINARY GENERAL MEETING.

THE Fourth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, February 10, 1908, when a Paper on "The Trade and Industry of South Africa" was read by Ben H. Morgan, Esq.

Sir Frederick Young, K.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 20 Fellows had been elected, viz. 4 Resident, 16 Non-Resident.

##### Resident Fellows :—

*Edward Moorhead, Ben H. Morgan, Gilbert Morse, Edward C. Reynolds.*

##### Non-Resident Fellows :—

*George Murray Alexander, F.R.I.B.A. (Cape Colony), T. F. Allen (Cape Colony), John A. Barbour-James (Gold Coast Colony), Humphry Berkeley (Barrister-at-Law, Fiji), Henry R. M. Bourne (Lieut. 1st Royal Scots, Transvaal), James Dangerfield, E. G. Morson Dupigny (Leeward Islands), George Fox, M.R.C.S.E., L.R.C.P. (Fiji), August Hirsch (Cape Colony), Fleet-Surgeon Frederick J. Lilly, R.N., James MacGarvey (Russia), W. Norrish (Natal), James Pullar, F.F.A., A.I.A. (Victoria), Oliver Samuel (Barrister-at-Law, New Zealand), Charles F. Silberbauer (Cape Colony), Arthur Wright (Southern Nigeria).*

It was also announced that Donations to the Library of books, maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN: In the unavoidable absence of the Duke of Argyll, I am invited to take the Chair this evening. The question of South Africa is one that in all its phases deserves our most attentive and serious consideration. There are four different questions, the solution of which in a proper and statesmanlike way will conduce to the ultimate success of that great portion of His Majesty's dominions. First, the problems arising out of the great and grievous war, which now has happily terminated. This

will I think bear good fruit in spite of all the misfortunes and disasters that must necessarily always occur wherever war exists. The second question, on the solution of which in a wise and statesmanlike way will depend the success of our new Colonies, is the manner in which the results of that war are developed by the new Government which is to take the place of the old. In that connection I would remind you that Mr. Chamberlain, the most admirable Colonial Secretary we have ever had, is at this moment engaged in one of the most momentous missions ever undertaken by a statesman of this Empire. I believe that mission will turn out to be most successful. It is not only what he will be able to teach our fellow subjects of all classes in that part of the world, but the Colonial Secretary himself will be able to learn a great deal that will be of untold value, not only to himself and his present colleagues but to all future Governments, in relation to that important part of our Dominions. The third question is one which will demand most accurate and judicious handling; and that is the native question. That question also I am sanguine enough to believe will ultimately be solved in the right way, and in a way to conduce to the success and ultimate prosperity of the people of South Africa. Fourth, and lastly, there is the question of the Trade and Commerce of South Africa; and on this important subject we are to be favoured to-night by the reading of a Paper by Mr. Morgan, who went out as special Commissioner of the South Africa Trade Committee of London to study the question on the spot. Having made these few remarks, I have now the pleasure of introducing Mr. Morgan, and inviting him to read the Paper he has prepared for this occasion, on

## THE TRADE AND INDUSTRY OF SOUTH AFRICA.

THERE is, at the present moment, no subject of greater interest and importance before the minds of the people of Great Britain than that of the development of trade with our possessions in South Africa. Indeed, the subject is one of almost equal significance to the British Colonies, since they contributed no little share in life and treasure to the military operations which have recently added two enormous tracts of country to the British Empire. I am aware that the members of this Institute are for the most part already familiar with the general economic, climatic and racial conditions obtaining in South Africa, and I will therefore make only the most limited use of statistics, and confine attention to broad questions affecting

the trade and industry of South Africa as they appear to me in the light of my recent visit to that country.

#### CHARACTER OF TRADE.

For the benefit of those who are not actually in touch with the trading conditions of South Africa, I will first give a general idea of the class of business which is being done and the methods generally employed in securing it. The trade may, roughly speaking, be divided up as follows:—Trade with mines and municipalities; trade with the large towns; trade with South African Government Departments; the up-country trade; and trade with the native population.

*The trade with the mines and municipalities* consists chiefly of machinery of all kinds, provisions and stores, and is usually done through merchants in Johannesburg and other large towns, occasional orders only being placed direct with manufacturers themselves. Tenders are invited from these merchants, who generally represent manufacturing firms of all nationalities, and, as you will understand, the merchant who has the best thing to offer at the lowest price usually books the order. I believe there is very little favouritism; on the Rand I know there is a little "wire pulling," but as a rule tenders are judged on their merits. Manufacturers must therefore post themselves thoroughly in local conditions and requirements, and keep their prices as low as possible. A few of the larger firms have their own representatives, with offices and warehouses in Johannesburg and other important centres—practically branch houses—but the great bulk of the trade is done through the merchant.

*Trade with the large towns.*—The buyers are retail shop and store-keepers, who usually purchase their goods through London commission or shipping houses. The bulk of the population of these large towns live well and dress well, and only high-class goods will, therefore, find a market.

*Trade with the South African Governments* consists of railway, dock and harbour, irrigation, and such work and equipment. The smaller orders are often given by tender to local firms, but the majority are placed by the Agents-General and Crown Agents in London, after tenders have been publicly or privately invited.

*The up-country trade*, chiefly with the farming population, comprises agricultural implements, provisions clothing and rough necessities of all kinds. This is catered for chiefly by the merchants



in the coast towns and Johannesburg, who, in many instances, finance these up-country stores and make them practically "tied" houses. The best method for the British manufacturer to adopt to get into touch with this trade is to deal with the merchant, and, as a rule, leave the up-country store-keeper alone.

*Trade with the native population.*—This, consisting of blankets, multi-coloured prints, the cheapest kind of agricultural implements, and miscellaneous goods, not excluding concertinas, green silk hats, &c., is thoroughly understood and catered for by the South African merchant, and it is with him or his London commission house that the manufacturer must deal.

These are roughly the main divisions of South African trade, and the point that I would emphasise to the manufacturer in dealing with any or all of such divisions is, that local requirements must be appreciated. The market conditions there are peculiar and must be met. A few general considerations are: the climate is dry, dust storms are everywhere prevalent, distances are great, transport difficult and limited, water is scarce, wood is scarce, labour is scarce and poor, rainfalls are heavy when they occur, natives require cheap goods, miners and farmers want strong goods, and the people in the towns require high-class goods of the newest style. To nearly every branch of trade some of these considerations apply.

#### EXTENT OF COMPETITION.

At the present time the bulk of the import trade of this sub-continent is done with Great Britain, but my investigations in South Africa lead me to think that the war recently concluded will be followed by a trade war, on the issue of which will largely depend the position which Great Britain will assume amongst the commercial nations of the world. I am confident that I do not exaggerate the gravity of the trade situation in regard to these new markets. Germany, previous to the war, had a very strong hold on the trade of the country, and during the war, by sympathising with our late opponents, did not lose close touch with the trade conditions and prospects of trade. This unbroken contact with the market enabled them to make use of their knowledge the moment peace was declared. As we all know, British trade with the two new Colonies was entirely dislocated on the outbreak of war, and American trade was also disturbed to a considerable extent. The Americans, however, with that enterprise which has set the business example to the world, did not wait until things

"settled down" before renewing their efforts to increase their trade, but while the war lasted made extensive preparations to capture the market, and immediately on the declaration of peace men were scouring the country for orders, in a position to promise early deliveries and to quote on the spot without reference to home offices. And now, while British traders, merchants, and manufacturers are worrying themselves about questions of South African resettlement and its cost, preferential tariffs, &c., our German and American competitors, with minds free from prospects of taxation, are energetically pushing their business. We have made a very serious mistake in waiting until things "settled down" before commencing our trade crusade. The conclusion of peace found British manufacturers sadly unprepared for a rush of trade, while at the same time the representatives of German and American firms with large stocks behind them were posted in all the large towns ready to book orders. Thus it is that orders for thousands of ploughs and other implements and machinery have necessarily had to be placed with American and German firms, in order that prompt delivery might be obtained. I strongly advise manufacturers and traders to endeavour to make up for lost time, and trust to those at the head of governmental affairs for an equitable adjustment of Imperial burdens and the framing and enactment of laws for the regulation of trade and the re-establishment of the general economic position on a sound basis.

There is one point on which we may congratulate ourselves as a manufacturing country, and it is that in South Africa, as in the majority of other markets, British goods are considered to be superior to those of any other country. This was emphasised to me time after time during my recent visit to the country, and I was informed by some of the Government departments and some leading merchants that they were at all times prepared to pay an additional 10 per cent. for British goods as against those of foreign manufacture. This high reputation must be jealously guarded, but at the same time, as I discovered whilst there, a very large demand exists for goods of second grade quality, and it is here in particular that the British manufacturer fails to fill the market demand. Americans and Germans will supply any quality required.

Trade returns,<sup>1</sup> which the limits of this Paper prevent me from dealing with in detail, conclusively show that foreign trade is progressing at a much greater rate than that of Great Britain, and

<sup>1</sup> An able analysis of South African trade statistics will be found in the *Report on the General Trades of South Africa*, by Mr. T. Nicol Jenkin.

I consider that the main reasons for this state of things are briefly the following :

- Lack of enterprise on the part of the British manufacturer ;
- Want of appreciation of local conditions and requirements ;
- Ignorance of the science of packing for export ;
- Refusal to supply second and third grade articles, and
- Backwardness in standardisation.

I can only merely mention these points here. A full discussion of them will be found in my recently-issued " Report on the Engineering Trades of South Africa." <sup>1</sup> Whilst the above are the principal points in which I find the British manufacturer at fault, and whilst also their serious character cannot be denied, there are other causes for our declining hold on the South African market.

#### THE SHIPPING QUESTION.

Firstly comes the question of shipping. The present hold which America has on South African markets may be attributed largely to the low freight rates which prevailed for several years subsequent to 1890, rates which gave America a distinct advantage over Great Britain. Previous to that time, America did very little business with South Africa. The advantage lay chiefly in the American classification of goods: goods that paid the first or second-class rate from England were charged the third or fourth-class rate from America, the difference averaging about 10s. per ton. As we all know, the oversea carrying trade to South Africa is almost wholly controlled by a " Ring," or " Conference," of shipowners, who have fixed the scale of charges and classifications, and it is this that Great Britain has largely to thank for the precarious situation which we are placed in in regard to our trade in South Africa. This question of South African shipping has been very fully dealt with in the Press of late, but the matter is one of such tremendous national importance that no apology is needed for a lengthy reference to it here. The aim and end of this combination is undoubtedly to defeat the beneficial effect of competition by maintaining excessively high freight charges, imposing unreasonable limits in regard to weight and size, and barring progress in the matter of speed, accommodation in vessels, and general development, in order to make larger profits. It holds the South African trade together in its hands by means of a rebate system, which

<sup>1</sup> *Report on the Engineering Trades of South Africa.* London: P. S. King & Son.

works in this way. An addition of 10 per cent. is added to the freight charges, which the South African merchant has to pay on shipment, and this 10 per cent. is returnable to him six months later, provided that he undertakes and does not, meanwhile, ship goods by any other steamers than those controlled by the "ring"; should he do so, he loses his 10 per cent. rebate. As a matter of fact, it works out that rebates are retained in hand, as a rule, for periods of from nine to fifteen months, and in that time the average South African merchant will have a fairly large sum of money in the hands of the "ring" shipowners. Therefore, whenever South African merchants should decide to break away from the "ring," they must be prepared to lose the total amount of rebates owing to them. Their hands are, therefore, to a certain extent, tied, and they have to submit to any conditions and restrictions which the "ring" might from time to time dictate. This pernicious rebate system and the high charges and ulterior classification are condemned throughout the Empire, and, most of all, in South Africa, where Government departments, merchants, mining and other industrial concerns are helplessly groaning under its conditions. Something must be done to alter the present state of things. The South African merchant who pays the bill is powerless—if he moves individually in the matter he loses his rebates, which in many cases amount to several thousands of pounds.

Then again, this same shipping combination are owners of a line trading from New York to South Africa, and by this line are at the present time carrying freight at 10s. a ton, which would cost from England anything from £1 5s. to £2 10s. per ton. English ships are carrying American goods to South Africa at from 15s. to £2 per ton less than British goods are carried! On the strength of such a low freight rate prevailing a very large number of orders have gone to America that would otherwise have been placed in England. Whilst in South Africa, I was informed by merchants in several towns that they had looked through their stock sheets and filled up their stores with goods from America as a consequence of such lower freight rates prevailing.

The shipping companies who form the South African "ring" attempt to justify their methods by saying that they have the same right to meet in conference to fix freight charges and arrange details of working as railway companies do, and have done, in this country for years past; but they quite ignore the fact that such railway companies are controlled by statutory obligations which protect the public from the abuses such as are now being practised

on shippers and manufacturers by the Conference lines. I do not object to combinations of shippers, manufacturers, or traders being formed, provided such combinations have for their object economy of working or extension of trade in any direction, but I strongly object to such a combination as the one under consideration, using its almost unlimited power to crush every competitor that dares to enter the trade. Another excuse for their exorbitant charges is that very little cargo is obtainable for the return voyage from South Africa, ships often having to come home in ballast. This condition of things would naturally tend to increase the charges for out-going freight; but we should like to know to what extent we can make concession on this account. The exports from Cape Colony and Natal to England in the normal year of 1897 were valued at £22,854,268, practically the whole being carried by the Conference lines. All the leading South African Chambers of Commerce, the Natal Legislature, and recently a large number of Chambers of Commerce in the United Kingdom, including Liverpool, Bristol, Leeds, Nottingham, Blackburn, and others, have passed resolutions condemning the methods of the "ring," and complaining of excessive charges, and the Press in South Africa and elsewhere rail against it; but all this will not bring about the desired result. I am sure this meeting will join its voice to that of the Press and commercial public in condemning this retarding of British trade and hindering of progress in our South African possessions, which have cost the country so much blood and treasure. There is no doubt whatever that freight can be carried to South Africa at a very much lower rate and still leave a fair margin for profit. Compared with the rates made by other shipping lines trading with other parts of the world they are very much dearer.

Why has the Government not moved in this matter? Why do the War Office, Colonial Office, and the Crown Agents for the Colonies continue to ship goods by "ring" steamers when they are offered tonnage, as they have been during the past six months, at prices ranging from 15 to 30 per cent. lower? These, I consider, are questions to which the public should demand replies in very explicit terms. Government departments at present not only support a monopoly damaging to British trade and the interests of our South African Colonies, but are at the same time wasting public money.

I do not think that British manufacturers and traders may expect any immediate assistance from the present Government, but with our knowledge of our enterprising, modernised Colonial

Secretary, strong action may possibly be taken on his return. The position, however, is too serious a one to depend on any action being taken by our Government, and it is my opinion that the question should be taken up by the British manufacturer himself in his own interests, and the opportunity should be seized to organise a shipping concern run in the interests of British trade on modern lines at a fair profit. The South African merchant is helpless, and if such a new shipping concern is started it should have the support of the Home Government, if not in the form of a subsidy, at least in the matter of contracts for carrying stores and materials for Government departments. So far as Colonial Government support is concerned, Natal and the new Colonies would doubtless help with their mail contracts, and with such a backing I believe the greater number of the South African merchants would willingly forfeit their rebates and ship by the new line.

#### THROUGH BOOKINGS.

Another point that militates against British trade is the absence of a system of through bookings, and in this matter the shipping "ring" and British manufacturers have persistently ignored the wishes of the South African traders. German and American manufacturers have personally interested themselves in freight and railway questions, and not left it entirely in the hands of shipping and merchant houses; and one result of this is that they can quote f.o.b. or c.i.f. South African ports, while our manufacturers persist in the old-fashioned inconvenient method of quoting f.o.b. English ports. Depend upon it this question will have to be seriously taken in hand in the near future if British trade is to hold its own. Our competitors have found through quotations to the South African ports so profitable that they have to my knowledge been endeavouring for some time past to extend the system to inland South African towns, and if this be done without concurrent progress on the part of British manufacturers our trade is bound to suffer enormously. There is a disposition to trust too much to the merchant and importer. It is almost superfluous for me to point out the advantages of a through system of booking. All are agreed that the facility it offers to trade is enormous, whilst it should also be the means of cheapening rates of carriage and freight. Imagine the convenience to the South African importer in buying goods at prices inclusive of delivery to his door, or of being able to quote his customer for consignments delivered to any

particular spot. It saves an enormous amount of trouble, time and expense. At present, as I have said, the British manufacturer will only quote f.o.b. English ports, so that the South African merchant and importer in quoting has to estimate the cost of carriage and freight, and as he is never sure under the present arrangements exactly what it will work out at, he adds an extra sum to cover contingencies, and I found that it was the invariable practice for him to charge in addition a percentage of profit on the outlay for freight and carriage as well as the goods. This is not unreasonable on his part, but it tends to raise the price of British goods above those of competitors, and consequently lessens the chances of sale.

By the system of through bookings in operation elsewhere, the sender, say, at Shanghai, Hong Kong, Kobe, Kioto, Tokio, Osaka and Yokohama can book a consignment, say, of ten bags of rice, or five bundles of matting, or 100 boxes of tea, or any other traffic, right through to a town of any considerable size in the United States or in Canada, at through inclusive rates—that is, a through rate from, say, Shanghai in China to St. Paul in the United States, at, say, so many cents per 100 lbs. actual weight, the carriage being payable either at the consigning station at Shanghai or the receiving station of St. Paul at the option of the sender: indeed, it has been made as easy to book a consignment from Shanghai to St. Paul or from Hong Kong to Philadelphia as it is with us to book a consignment from Glasgow to Birmingham. The arrangement of the division and the computation of ships' measurement, as compared with dead weight, has been adjusted on scales accepted by all parties as equitable, and the adjustment of differences and claims has been found to present, as I am informed, no serious difficulty.

#### URGENT NEED OF AN EFFICIENT SUPPLY OF TRADE INFORMATION.

Another most urgent trade need of South Africa at the present moment is the establishment of an organisation through which the British manufacturer and trader might obtain practical information as to the requirements of the market and openings for trade and capital. In my recently published "Report on the Engineering Trades of South Africa" already referred to, I recommended the appointment in South Africa of a permanent Trade Commissioner, and my recent experiences have only confirmed the advisability of such a step. Canada and Victoria have considered it worth their while to make such an appointment in their interests, and similar

action has been taken by Austria, Hungary, and Japan, while the United States, Germany, and other foreign countries have their alert business Consuls continually collecting information for distribution amongst their home manufacturers. As we all know, Great Britain holds the bulk of the trade with South Africa, and yet it is a remarkable fact that we have not a single commercial representative who is authorised and in a position to supply the class of trade information required. I know that the Agents-General have hitherto performed excellent services in replying to enquiries concerning trade opportunities in this market, and I note also that occasional information is published by the Commercial Department of the Board of Trade, but all this promiscuous effort does not meet the necessity of the case. Judging from recent trade returns, South Africa promises to be the most important market for British manufactures outside the United Kingdom, and I am convinced that we would quickly strengthen our hold on it if there were established a means of distributing to our manufacturers and traders early information concerning openings for trade and the special requirements of the market. It must be borne in mind that in many respects this market is undergoing a period of change. In the near future farming operations will be conducted on a more modern plan than has hitherto been the case; mines on the Rand will be worked at much greater depth than hitherto, necessitating new designs of machinery; increasing trade will call for railway plant and stock of increased capacity, while the handling facilities and dock and harbour accommodation will be accordingly enlarged; large irrigation schemes are being considered; considerable developments will be bound to take place in local industries, apart from mining, such as those of cotton- and wool-growing, sugar, coffee, tobacco, iron-ore reduction and general engineering, fibre, petroleum, &c. To meet these new conditions and developments foreign competitors will strive to produce the most suitable articles, and unless the present position is altered they will be better posted in the latest evolutions of the market than the Britisher can possibly be. My recommendation is that a permanent Trade Commissioner should be appointed at once in South Africa with an office, say, at Johannesburg. He should travel over South Africa and send home to a London office by cable, or mail, as the character of his information would suggest, the latest trade information, and would also by letter or otherwise answer any enquiries addressed to him by British manufacturers and traders. The London distributing agent might either be the Board of Trade Commercial De-



partment, or an association working in the public interests, such as the National Industrial Association. Such London office could distribute the information received either by post to manufacturers and traders interested, or through the medium of its Journal, and such portions could be made public to the Press as might be deemed advisable. The establishment of some such means of keeping our manufacturers and traders in close touch with this market I consider to be the most urgent matter. Since my return from South Africa and the publication of my Report I have been inundated with enquiries from firms in all parts of the country. So far as engineering and machinery are concerned the home trade of Great Britain is certainly on the decline, and manufacturers more than ever before must look further afield for orders, and it only seems reasonable that some steps should be taken by the Government to fill the urgent need of the manufacturing and trading interests in the direction indicated.

Such Trade Commissioner might also supply information concerning openings for capital and industry in the new Colonies. When we consider how little is known in this country about the wool, cotton, tobacco, sugar, coffee and tea-growing possibilities of South Africa, it will not surprise us to learn that little progress is being made in developing the soil resources of that country. A reliable source of information on those industries should be available if a permanent industrial community is to be quickly established in the new Colonies. I would add before leaving this subject that Mr. Henry Birchenough (a well-known member of this Institute) has been delegated by the Board of Trade to visit South Africa, where he now is, with a view to ascertaining the best means of establishing a regular supply of information for our manufacturers and traders. We shall await his report with great interest.

#### TRANSPORT.

It augurs well for the future of South Africa that railway extensions are being made and contemplated in numerous directions where they can be of assistance to agricultural and mining industries. Practically all the railways, excepting those of Rhodesia, belong to the various South African Governments. The construction and working of these railways have been a difficult matter, owing to the peculiar conditions of the country. Such conditions more closely resemble those obtaining in the United States and Canada than elsewhere, and for this reason I anticipate that without

strenuous effort on the part of the British manufacturer and close study of local conditions these railways will import larger quantities of American rolling stock and plant year after year. The area of the country is great, as are the distances between centres, whilst the scarcity of water, sharp curves, steep gradients and the partially developed condition of the country present problems with which American engineers are more or less familiar, they having to meet similar conditions. The supply of locomotives, waggons, and general railway plant and material to the various South African railways is a large item in our trade, and one which we cannot afford to treat with indifference. Indeed, it is very largely through the personal influence and assistance of such men as Mr. T. R. Price, C.M.G., late General Manager of the Cape Government Railways, and Sir David Hunter, K.C.M.G., of the Natal Government Railways, that so many orders have recently been placed with British firms, for American prices are much lower, and, as I have already stated, American engineers have understood more thoroughly the problems involved in South African railway work than have British manufacturers hitherto. A little while ago Mr. T. R. Price suggested to me that this condition of things might be altered if periodical meetings were held in the United Kingdom of railway representatives from British Colonies and Dependencies, and British rolling-stock builders and railway consulting engineers, to discuss questions of railway working of common interest, and exchange information as to the manner in which various railway problems that presented themselves had been met, and at these meetings opportunities could be afforded for inspecting the most modern railway appliances introduced by various countries. I feel sure that such a congress would give the British manufacturer a better appreciation of the difficulties of Colonial railway work, and enable him to supply plant to more efficiently meet those difficulties.

I have elsewhere urged on the British manufacturer the necessity of standardising parts of rolling stock, a system of manufacture widely adopted in America, which gives to the buyer numerous advantages which I need not detail here. The recent amalgamation of three of the largest locomotive building firms in this country will probably facilitate this desirable end. A new departure made by the Cape Government Railways is the construction of a two-foot gauge line from Kalabas Kraal to Hopefield, a distance of about fifty miles. This is an experimental line, and if successful, the Cape Government proposes to construct a number of such, in order to develop the poorer and more sparsely populated districts of the

Colony, an example which will possibly be followed by the other South African Colonies. I am informed by the Cape Colony Railway Department that English builders could not offer rolling stock of suitable design, and that the orders for the equipment of this new line had consequently to be placed in America. Here, again, is an illustration of the necessity for such a proposed railway conference as that to which I have alluded. Great as are the railway extensions that are now being carried out in South Africa, developments will be very much greater when the agricultural and mining possibilities have been thoroughly appreciated and local industries have sprung up.

I will not weary you with any statistics relating to railway distances, rolling stock, revenue, &c., but refer only to one other point in connection with the South African Railways, namely, that of the charges for carrying goods. These are, at the present time, exceedingly high, and greatly retard new industries and the general development of the country, and while they are maintained the cost of living in up-country towns must always be high. The present extortionate charges are imposed with the idea of producing large revenues for the respective Colonies, and this policy is pursued much against the popular opinion in South Africa, which holds that raising revenue from railway rates is a form of taxation very injurious to the development of the country. From enquiry which I made on the subject amongst leading men in South Africa, there would seem to be very little hope of any immediate reform being made. This is the more surprising since the present system of high rates hampers to an enormous extent mining and agricultural development. As the railways are all controlled by Government departments for purposes of revenue, the high railway charges must be regarded as a form of taxation, and as such its indiscriminate unfair character will be obvious. The charges are per weight, with the factor of value entirely eliminated. This is as it should be, when regarded from a purely railway rate standpoint, but it is ridiculous when viewed from the point of taxation, since a quarter of a million pounds worth of diamonds can be sent, say, from Kimberley to Cape Town for a less charge than a ton of flour. News has come to hand since this Paper was written that the Transvaal Administration has made an all-round reduction of about 20 per cent. in its railway rates, excepting where rates are already below 1*d.* per ton-mile. If this example is followed by other Colonies, the development of the country will be greatly accelerated.

## TRANSIT DUES.

The question of the abolition of transit dues is also of serious import at the present time. Goods destined for the Transvaal and Orange River Colony and Rhodesia are subject to transit dues when passing through Cape Colony or Natal. This also tends to hinder the development of the new Colonies and to keep the price of living high. The worst feature of these burdens of transit dues and heavy railway rates is that industries have to bear them when in their initial stage, instead of after they have been partly developed or become established. These burdens therefore have a crippling effect at the outset, and it is difficult to see why they should be continued in the face of the overwhelming opinion in South Africa in favour of their abolition and remedy.

## IRRIGATION AND AGRICULTURE.

It cannot be said that agriculture in South Africa before the war, or, indeed, at any other period, has been in a thriving condition. The soil is rich and easily broken, but, as most of us know, suffers from want of moisture. The agriculturist has also been at a disadvantage from want of markets and particularly railway transport. Add to this that the climate will not permit of perishable goods of any description being stored for even a short length of time without the aid of expensive preserving and refrigerating machinery and appliances, and one gains an idea as to the difficulty which the agricultural problem presents. In the two new Colonies under the late Boer régime it was usual for the farmer to hold as many as from 5,000 to 6,000 acres, but only from 20 to 40 as a rule came under the plough, this being chiefly situate near his homestead and adjacent to means of irrigation. The country, therefore, benefited only to a limited extent by the richness of the soil, the bulk of the acreage being utilised for grazing cattle, sheep and goats. In recent years the Governments of Cape Colony and Natal have made strong efforts to get settlers with capital on to the land, but with indifferent success.

As a consequence of this state of affairs South Africa has always been and is largely dependent on other countries, not only for her food supplies but for numerous other classes of goods which should be raised in the country when agricultural conditions are improved. Such goods include coffee, tea, sugar, tobacco, fruits, wood, flour, mealies, corn, vegetables, &c. A glance at the value of the imports

of the goods above enumerated will show what an enormous scope there is for agriculture in these Colonies. For convenience we will take the figures for the normal year 1897, when Cape Colony purchased to the market value<sup>1</sup> of about £4,875,000, Natal £1,422,679, Transvaal £3,710,565, and Orange River Colony £266,615, or a total of £9,774,850, excluding Rhodesia and the British Protectorates.

As we all know, the greatest need of South Africa at the present time is irrigation. The richness of the soil is undoubted: it will grow almost anything. But the agricultural resources of the country cannot be developed to any great extent until progress has been made in this direction. And in this connection I would urge that private enterprise be encouraged and irrigation concessions granted by the Government to individuals and companies, who would be entitled to charge farmers and others for water supplied, as is the practice in some parts of America. You are doubtless acquainted with the report of Sir William Willcocks, K.C.M.G., issued in 1901, in which he recommended an expenditure of thirty millions sterling on irrigation works in South Africa. It would seem that part of his scheme is now being carried out, for we learn that the Transvaal Land Board has extensive works in hand on the Vaal river near Fourteen Streams, and that irrigation works are also to be started in the Parys district of the Orange River Colony. All are agreed as to the fertility of the soil, and with examples before him of what has been done in this connection in Egypt, America, and India, I think we may rest confident that Lord Milner will not fail the opportunity of legislation, and Government irrigation works, which will turn great areas, at present arid wastes, into most productive farms, and this will not only attract new settlers, but make colonists of a very large proportion of the present population, who can now only be regarded as business adventurers. This, I was assured on every hand, is not only necessary in the Transvaal and Orange River Colony, but also in Cape Colony and Natal, in order that a stability and an independence might be given to the country and its markets. It is encouraging to learn that the Cape Colony Government also has new irrigation schemes in hand estimated to cost over a quarter of a million sterling. Windmills or air motors in connection with bore-holes are now very largely used for raising water from the lower levels for drinking purposes for cattle and horses. But what is required is a scheme of reservoirs to conserve the torrential rains and means for distributing the water on to the

<sup>1</sup> The market value is estimated as being 75 per cent. above the import value.

land. Thousands of acres of fruitful soil now barren can thus be brought under the plough, or laid down for pastoral purposes.

With progress in irrigation work tree planting should be encouraged. At present trees grow very readily, but in the first year or two need continual watering, after which time they become practically self-supporting. To many who have not visited South Africa, this planting of trees, apart from the question of timber value, will not appear an important matter, but I think a view of the average South African landscape of to-day would change that opinion. A treeless country always appears inhospitable and depressing to an Englishman, and under present conditions I fear that, though it will probably be an easy matter to get settlers on to the land in Orange River Colony and the Transvaal, it will be a difficult matter to keep them there. I attach considerable importance to this question of tree growing, as I believe it will have considerable influence in inducing settlers to permanently establish themselves on the land. Light railway lines must also be laid down through the more favourably situated districts, in order to bring the farmer into close touch with the markets.

#### MACHINERY AN IMPORTANT FACTOR.

Owing to the conditions prevailing, such as scarcity of labour, high cost of living, scarcity of cattle and horses from the ravages of war and of rinderpest and other diseases, and excessive heat and cold, South Africa is pre-eminently a country needing machinery for its development. In connection with the gold-mining industry the finest machinery that the world can produce is called for. It is not generally understood that the gold-mining "proposition" in South Africa is a very fine one, a difference of a few dwts. of gold per ton determining whether a mine is worth working or not. Without the aid of such high-class machinery, therefore, the gold mines of South Africa could not possibly pay for working.

In agriculture a very liberal use of machinery has not hitherto been made; though some steam ploughing has been done, it has not been looked upon in South Africa as a success; but I am confident that in the near future, with the introduction of such machinery as the Darby Land Digger, attached to traction engines or other motor tractors, very rapid development may be looked for. The ox-waggon, too, with its speed of about two miles an hour, will be largely superseded by the traction-engine and heavy motor waggon. I believe that in no other country in the world will the factor of

machinery take so important a place in the development of a country.

### THE LABOUR PROBLEM.

This is perhaps the most difficult problem to solve in connection with the development of the mining and agricultural industries in South Africa. The labour there is divided into two classes: the trained artisan class, which is filled by white men, and the manual labour class, filled by the native black population. Everyone acquainted with South Africa knows that little progress can be made in the development of industries without a proper supply of native labour. The high cost of living prevents the white man from performing the work which in this country is done by the unskilled labourer, and the climate is such that the white man cannot continuously in the open air do the work of the ordinary labourer. There is quite sufficient scope for the white man if he confines himself to directing black labour, and to skilled artisan labour such as fitting and general engineering, carpentering, bricklaying, and such work requiring a skilled training. The native, in my opinion, will not in the next hundred years be able to do this class of work efficiently. Previous to the war native labour throughout South Africa was not plentiful, and, as probably we all know, since the war the scarcity is such as to hamper not only the great gold and coal mining industries, but also the agricultural and smaller miscellaneous work of the country. This scarcity is ascribed to numerous causes. The following are the chief reasons which seem to have influenced the situation, viz.—dislocation of industries caused by the war; over-payment by the army during the war; under-payment by the mines since the war; recent unusually good harvests of native crops; and the prohibition of toutting. Since peace was declared every effort has been made to induce the natives to return to work in large numbers, but at present on the Rand there are only about 50,000, whereas the industries call for about 200,000. Some of the best minds in Africa have been working on this problem and assisting the Native Labour Association—an association charged with the supply of native labour to the mines on the Rand—and Lord Milner's Government, in full sympathy with the situation, has endeavoured to improve the position, but, as the figures show, with little good result. The gravity of the situation may be understood when the desirability of importing Chinese or other Asiatic labour is freely discussed.

As I have already stated, white labour cannot possibly take the

place of black. Provided you can get him to the mine, the native will work for a wage of £8 a month and his food, which costs an additional 30s., whilst the lowest wage that a white man can afford to take with the present high cost of living prevailing is £15 per month, and though the white man can do much more work, he cannot increase the quantity by three times in order to equalise the cost.

This is the situation on the Rand, and I found the same difficulty prevailing all over the country. It is hard to foresee what the solution to the problem will be; but it probably lies with one of two alternatives—compelling the native to work, or importing Asiatic labour. Both alternatives are undesirable in the abstract. As to the first alternative, I do not regard it to be so difficult as it might at first seem. One way to compel the native to work is to make him contribute more largely towards the expenses of government, to clothe him and improve his dietary, or, in other words, increase his necessities—a hard gospel to preach, but one which would doubtless be effective. In regard to the second alternative, this should only be proceeded with as a last resource.

I think the people of this country will be well advised to leave the solution of this intricate problem entirely in the hands of our Colonists—those who thoroughly understand the South African native, and who have to face the social and racial issues resulting from daily contact with him. Do not pay attention to the opinions on this subject uttered by people who have had no personal experience of the South African native in the compound and the kraal. It is absolutely impossible to understand the question without possessing such experience. Colonists believe—and my experience tells me that they are right—that the South African native is altogether an inferior animal to the white man, and must be treated accordingly. At the present time the native is treated much too leniently, with the result that he is insolent, lazy, and immoral. What is known as the "Exeter Hall" sentiment of this country has brought this state of things about, and influenced legislation permitting liberties to the natives, which is fast making life in South Africa for white women and children well-nigh intolerable. During my short stay in South Africa I had numerous experiences of the increasing insolence of the natives. For a very long time yet there must be one law for the white man and another for the black. At present the law is in favour of the black man. The position must be reversed until at least he becomes more industrious, cleanly, and moral.



## GOLD-DREDGING AND OTHER INDUSTRIES.

I would refer briefly to a new industry which is likely to spring up very shortly in Natal, the Barberton district of the Transvaal, and Mashonaland—viz. that of gold-dredging. There is not a single gold-dredger at work at present in South Africa, although it has been known to many for years past that the river-beds are highly auriferous. I believe two dredgers are now being built in this country for Mashonaland and one for Natal, so there is every promise of the coming year seeing the birth of this new industry.

I have purposely refrained from dealing with the great gold and diamond mining industries of South Africa as they are now being carried on, for the reason that these have already received such wide attention in the Press and in several recently-published volumes.<sup>1</sup>

A very extensive industry is that of ostrich farming, but this branch is one which has been established such a long time that you are probably as familiar as myself with its status, character, and operation.

I cannot close this Paper without making reference to the visit of the Secretary of State for the Colonies to South Africa, and the probable effect it will have on the future of trade there. Men of all shades of opinion have welcomed this departure from the traditionally conservative grooves of ministerial work, and the highest hopes may be reasonably entertained of beneficial result to the country from such a visit. We all know that no one takes a deeper interest in the trade of the Colonies than the Colonial Secretary, and that few men are more gifted than he in the commercial sense—an attainment which many of our other statesmen might do well to emulate. At the close of the war, when Germans and Americans were shipping large consignments of goods of all descriptions to South Africa, and when no corresponding effort to regain the market was being made by British manufacturers and traders, I approached Mr. Chamberlain as to the formation of what is now known as the South Africa Trade Committee, the Committee which recently despatched a Commission of Trade Enquiry to South Africa, Mr. Chamberlain heartily supported the idea, and immediately granted facilities necessary to enable the Commission to carry out its work. In referring to this matter, I should like also to pay a tribute to the patriotic work and generosity of Mr. John Lockie, M.P., who guaranteed the whole of the expenses in connection with such

<sup>1</sup> *The New South Africa*, by W. Bleloch. *South Africa and its Future*, edited by Louis Creicke.

Commission, thereby enabling its work to be carried out without delay.

In conclusion, I would say that I believe there is a great future in store for South Africa, rich as it is in gold, iron, coal, precious stones, its soil, and other elements necessary to the industrial prosperity of a country. But its fruition will only be brought about by hard work, enterprise and reform, and by a sweeping aside of those inter-colonial jealousies, the existence of which we see so distinctly reflected in South African railway, tariff, and fiscal policies, which have hitherto largely retarded progress. The difficult problems that we have to face, such as those of labour, irrigation, shipping, re-settlement, and development of agriculture, are having one excellent effect which the country at large will welcome—they are bringing Government departments into closer and more sympathetic touch with trade in all its branches. I do not think that history can point such a parallel as the case of the High Commissioner in South Africa, Lord Milner, a man occupying one of the highest positions in the public service, going through the country discussing and settling questions of agriculture with the farmers themselves; arranging for the supply of labour with mine-owners and managers; discussing irrigation and other schemes for the direct promotion of industries. Never before, I think, has such keen and sympathetic interest been displayed for trade and the trader; and this, coupled with the visit of the Colonial Secretary to South Africa, would seem to point to the fact that we are on the eve of a departure from a policy which has hitherto kept aloof from trade and left the trader to struggle along as best he may. If such is the case, that a trade awakening has taken place in Government departments, I think that not only South Africa, but the whole of the British Empire, is in view of an era of industrial development greater than has ever before been experienced.

*The Paper was illustrated by a number of limelight views.*

#### DISCUSSION.

The Hon. JOHN TUDHOPE: Mr. Morgan is a very bold man, a man who has the courage of his convictions. He has ventured into the thorny tangle of South African affairs, and one who does that cannot expect to come out without some few scratches. I had the pleasure of reading an account of a pleasant meeting held in this room the other day to discuss the question of Canada, and I was not much surprised to see that everybody agreed with every-

body else ; but that, as I have said, cannot be expected to be the experience of people who meddle with South African affairs. We somehow seem to carry our combativeness from South Africa to London, and we have hardly ever a meeting in this room on the subject without having a little scrimmage all to ourselves. I dare say to-night we shall not be disappointed. I join in the scrimmage with the greater readiness because there is so much in the Paper I like and approve of. It shows great industry and care in the collection of facts and figures, an open mind on some subjects, a close mind on others. There are some points upon which I think Mr. Morgan has been somewhat premature in drawing his conclusions. It was said by Lord Rosebery, in one of those flashes of wit for which he is famous, that he had been at a certain place just long enough to write a book, but not long enough to make a speech about it. Mr. Morgan has been long enough in South Africa not only to write a book but to make a speech and to give us some pictures. But as an old South African I may be pardoned for thinking that a residence there of perhaps half a century would correct somewhat some of the conclusions which he draws. In the first place, Mr. Morgan has formulated a tremendous indictment against the manufacturers of Great Britain. As I am not myself a manufacturer, nor the son of a manufacturer, I don't see why I should take upon myself to answer the five counts of the indictment which he has brought against them ; but I have no doubt somebody will take up these tremendous charges, such as lack of enterprise, want of appreciation of local conditions, ignorance of the science of packing, refusal to supply second and third grade articles, and backwardness of standardisation. I don't think the gentleman who cheers those charges is himself a manufacturer. There is something to be said for the British manufacturer. He has had to labour very hard and force his way against keen competition ; but I will leave him to some defender who is sure to turn up in the course of the evening. Now, as to the greatest sinner of all—I mean the shipping ring. Here I feel myself somewhat in the position of devil's advocate. I have nothing to do with the shipping ring, and distinctly agree with the lecturer in his strictures on the boycotting system. Still, there is perhaps something to be said on the other side. For many years the steamship service of South Africa was in a very bad way indeed, and the shipowners, British subjects, had to do with hardly any dividends at all. The Cape and the Natal Governments subsidised the companies, which have now been enabled to establish a

service which I think bears comparison with any other we have now running between this country and South Africa. Instead of the old slow-going craft which used to perform the journey in thirty days, we have steamers which do the distance in sixteen. I know monopolies are bad. Still, they have this use—that people are encouraged early to undertake enterprises which otherwise they may not be able to undertake, and this has been so in this case. By small degrees the service has been brought up to what it is to-day. I know what has been done is opposed to the theories of free trade; but where should we have been had we been left to the tender mercies of free trade? What is the gain? The gain is represented by the lowering of freight, punctuality, and speed; and I may mention that we are getting 284 sailings a year from London to South Africa by the Conference lines as against fifty-six from outside companies. Though I admit the present attitude of the companies may demand enquiry, I don't think they deserve the unmitigated condemnation that has been meted out to them. We are told the Government ought not to encourage the present state of things. I would like to remind you that the Government is under contract with these companies. They cannot contract themselves out of the bargain all of a sudden, and the time for making an alteration was when the new contracts were entered into three years ago. That was the occasion the Government might have made use of to obtain a lowering of freights and secure better terms. Public tenders were called for, but it was found that there were no other companies so well able to manage the business as the present contractors, and so they got the tenders. I notice with satisfaction what Mr. Morgan says about the arrangement of through rates. It may seem to be a small matter, but traders and merchants understand its value, and I think the lecturer brought that out very well. Mr. Morgan advocates the appointment of a Government official, I understand, who should be an agent for supplying information to the manufacturers of Great Britain upon trade, industry, railways, rates and the like. In that suggestion I cannot concur. In most of the important towns in South Africa, coast and inland, there are representative, well-managed, and admirable chambers of commerce, mining or agriculture. Cape Town, Port Elizabeth, Durban, Johannesburg and other towns have each one or other of these bodies, which collect particulars on these subjects and places this information at the disposal of anybody who wishes to get it. All that is required is that the information should be gathered together and concentrated at some office in London, which could be done with very little

machinery and not much expense. I think the difficulty might be met in that way instead of by appointing an officer, who would, I suppose, fall into the usual groove and become like so many other Government officers. With regard to railway rates, I agree that some of them are too high and require revision; and as to transit dues I understand that a movement is on foot for their reduction or abolition. The reason for the existence of these dues is this. It is considered that goods coming into the country ought to pay something for the upkeep of docks, harbour lights, and other local works. Still I agree that these ought not to be made burdensome. Irrigation and agriculture are tempting subjects to enter upon, but I must not exceed the time at my disposal. As to the question of native labour, if I began on that subject I should take up the whole of your remaining time. I am almost sorry Mr. Morgan ventured on such a thorny subject. It is occupying the minds not only of traders, of miners, and of mining magnates, but of politicians and statesmen both in South Africa and in London. I will only allude to some difficulties which in fact the lecturer himself admitted. How are you to get at the labourers? What means must you adopt to induce them to labour? Some say compulsion, some say that voluntary means will suffice, some say taxation, others starvation. Others would leave the whole question to the law of supply and demand. I am certain we could not usefully open up that question to-night. All I say is, don't for a moment suppose South African Colonists are not aware of the importance of the question. Don't take it for granted that when Englishmen go across the seas they all become oppressors of the natives. The gentlemen administering native laws out there are like ourselves, with the same feelings, ideas and views, and they are endeavouring under the most difficult circumstances to solve this problem. They deserve all our sympathy and help; they don't deserve our condemnation.

Mr. BENJAMIN KIDD: I have listened with the greatest interest to this Paper, which I think from beginning to end does its author great credit. Having myself only recently returned from South Africa, I am in a position to say that on most of the points he has dealt with he has brought before you a great deal of information that could only have been obtained after considerable travel and original research. With most of Mr. Morgan's conclusions I think the majority of us will be inclined to agree. What struck me when I first read the Paper was this. There are many large questions discussed here—questions of trade, the conduct of British merchants, the shipping ring, the attitude of the Government to trade

and the native population, and a great variety of other subjects extremely foreign to us in England. We are asked to look at these questions from an unusual point of view. Our point of view at home is that all these questions ought to be left to right themselves. "What has the State or Government to do with them? Let us trust to the conflict of forces amongst themselves to set these difficult matters right." That is the home point of view. Why in this case should we take rather a different standpoint in dealing with such questions? In South Africa you have an immensely large country, a country which might be compared with a large part of North America. In the British part of that country you have a native population of some six millions. You have a great industry already grown up there, an industry which reckons to produce in a time which many of us will live to see an amount of gold that is computed at thousands of millions. Besides that you have quite untapped agricultural and other resources, coal, iron, copper and the like. You have to keep these things in view, and then ask yourselves who is going to deal with them; for the whole of that vast country, with its native population, only contains a few hundred thousand white people. It is very important we should feel some sense of responsibility with regard to the future of such a country. Just consider it. We live in this country of Great Britain by trade. We have recently spent some two hundred millions on war, a mere matter of defence—a relic of savagery, as some tell us. The question which goes to the root of the Paper is why should not our Government, who have already spent such an immense amount of money, feel the same sense of responsibility with regard to the future development of a country of such immense potentialities that they feel with regard to questions of its attack and defence? I think that is the bird's-eye point of view we should start with, especially when you consider the very small population of white people. Passing by the great gold-mining industry, which is one I need not touch upon now, the question of the shipping ring has been mentioned. This Mr. Tudhope defends. It is, I suppose, to be defended. But having been through South Africa myself, I venture to tell you that what one hears most about is not execration of the British by the Boer, or of the Boer by the British, but execration of the shipping ring, the meat ring, and monopolies of that sort, by both sides. If you talk about the war people who are doing things look at you with a pained expression as much as to say, "let us get to something that is alive," and a very live question is the monopolies which are growing up among

this small white population and in a country where there are these vast undeveloped resources. I will only draw Mr. Tudhope's attention to one or two facts in this connection. He praised the large well-managed ships of the Donald Currie Company. They *are* large and comfortable and well-managed in a way, but I went out by a ship whose engines I was told were slowed down so that she might not reach Cape Town before a particular time. It did not suit the managers that they should go any faster. I was also told that certain boats if allowed could reach England several days earlier than the scheduled time. Perhaps that strikes you as not being very important, but I would remind you that the South African Mail leaves Cape Town on a Wednesday morning, and taking sixteen days arrives in England on the Saturday. The English Mail goes out on the same day and just misses it. Thus you cannot send out any reply to your letters for a week after you receive them. These are the sort of questions which make business people very angry. I think the suggestion for the appointment of a permanent Resident Commissioner in South Africa to deal with trade matters is an excellent one, and I hope those in authority will take note of it. Mr. Morgan mentioned the subject of irrigation. Going through South Africa I was reminded of a story I heard in Texas. Two Americans were discussing the times. One said "Texas was a very fine country," the other replied "Yes, there are only two things the matter with it. It wants better company and a little water." "Yes," answered the other, "and that is all they want in the place down below." Something of the kind seems to be the first impression of the ordinary English visitor to South Africa. Now I came to the conclusion that there was quite rainfall enough to get on with. Mr. Morgan I think is quite wrong in telling you that the great question is irrigation. In the photograph of Johannesburg you saw how well the trees grow. Trees are a very good test of a country, and it is indeed remarkable how luxuriantly trees do grow out there. In the outskirts of Johannesburg you may look out from the window of the High Commissioner's house, and after some fifteen years' growth you may imagine yourself looking at a stretch of Surrey scenery. The trees are not only the blue gums, which grow in dry countries, but trees of English kinds. The moral is that a good deal of this talk about the dryness of South Africa is all nonsense. South Africa in the new Colonies has a perfectly sufficient rainfall to support a very good agriculture, and its future is not at all identified with large schemes of irrigation. Anywhere

at the present moment all over the Transvaal maize will grow luxuriantly without irrigation; six millions of the native population are entirely supported by maize, and they only scratch the merest fraction of the surface of the soil. As soon as the soil is cultivated I think you will find you will have a very fine agricultural country over a large part of South Africa. The pictures we have seen to-night of the horses, cattle, sheep and ostriches reared in the Transvaal and the Orange River Colony are only an example; they may be taken to bear out the view that South Africa has not only a great mining future, a vast future in the way of trade and commerce, but also a large agricultural future.

Sir JOHN PULESTON: It is not difficult, as we have been reminded, to find something to criticise in a Paper dealing with so many subjects and embodying so much matter, and I think Mr. Morgan himself would be the first to invite criticism on his very interesting Paper. I am glad we have heard Mr. Kidd on these subjects; we are honoured by his presence. It is gratifying to me, having known Mr. Kidd from his early days, to witness the great work he is doing by his writing not only on this but on other important matters. As to the shipping ring, whilst we must all agree that every facility should be given for the conduct of trade with South Africa, we should not forget that the advantages reaped by the shareholders were not in years past by any means what they are now, and that the Government, when the occasion arose for tenders, were glad to avail themselves of the services of this line because there was no other. We should not forget the past history of the question or be too severe in our remarks, although, as I have said, we must see that every possible facility should be given for the conduct of trade, and especially under present conditions. I am glad Mr. Morgan has mentioned the name of Mr. Lockie, member for Devonport, a constituency I myself had the honour to represent. There are very few people, I think, who are aware how much the country owes to Mr. Lockie for his enterprise and patriotism, and not the least of his public services is the aid and impetus—financially and otherwise—he gave to the commission to enquire into the condition of trade and commerce in South Africa, one result of which is the important Paper we have had read to us to-night. On the question of labour, I can see no symptom of a return to slavery in taxing the idle natives who keep their wives in slavery, and in remitting the tax when they do honest work. One word more—I regret the statement by Mr. Morgan that we have nothing to expect in connection with shipping facilities now so apparently needed from



the present Government, as on the contrary I believe the Government is very mindful of the position, and indeed Mr. Morgan joins in the belief and the hope that much may result from the visit of the Colonial Secretary.

Mr. CHARLES COWEN: German trade competition in South Africa offers much for our consideration. In their desire to step to the front rank of trade, our Teutonic neighbours realise that Commerce is the life-blood of a people—and that their existence as a nation depends largely upon it. They have, unlike the English, made it a serious business. To make it a success they have well used their many powers—educational, mercantile, manufacturing, and governmental. Their schools, colleges, Chambers of Commerce, geographical societies, and Government have systematically pursued this object with a worthy directness. Berlin, Hamburg, and other large cities in the Empire, maintain influential companies for trade abroad. There are between fifteen and twenty working for South-West African trade alone. England has done nothing to anticipate Germany in South Africa. Mr. Morgan has told us sound reasons for her failure. I will add that her schools have no economic instruction, and her universities no touch with the subject. Her manufacturers have little or no conception of the right methods by which to cope with the situation. Our merchants have failed to stimulate them sufficiently to a sense of their duties. The Chambers of Commerce do not appear to have focussed information of the methods and movements of our German rivals for the use of the manufacturer and the shipper—while our Governments of successive generations up to this hour have been even more behind in the race than any of those. Indeed, so mistaken have they been before the present Government came into office as to have deliberately sacrificed our trade welfare. Until 1884, the Cape Colony held the commerce from west to east, and from the Cape to the Zambezi. Eastward we used Delagoa Bay and the Zambezi, and on the west Walvisch Bay was the port to a magnificent country. There the British flag waved. Now German goods carried by German ships ply around the hemisphere from port to port. During 1901 the total of those imports was far beyond a million and a half sterling—if not nearly two millions. To indicate only a few of the items which affect the British manufacturer, let me quote these items in thousands sterling: rails, 106; agricultural tools and implements, 45; saddlery and harness, 102; hats and caps, 28; printers' materials, 21; ship chandlery, 20; whisky, 186; soaps, 83; spirits, perfumed and

mixed, 11; sugar in different forms, 90; woollen fabrics, 51; ale and beer, 80; cement, 60; candles, 22; cotton goods and hosiery, 96; tea, 12; telegraphic materials, 19; and wood grooved and plain, 132. But a yet greater danger than this threatens us from across the channel. It is one superior to present day trade competition. It will be encountered in the near future. Until 1884-90 the whole of the sub-continent from lat. 16° was in British trade hands. At that period the Home Government cut out from British enterprise and Cape control a territory which is 112,000 square miles greater than the Cape Colony with its appendages; and is 120,000 square miles larger than the Bechuanaland Protectorate. From this country of 332,000 square miles England withdrew in favour of Germany. England retained only a 430 square mile portion, which has Walfisch Bay for its port and its seat of magistracy. The Swakop river is just above this spot. There Germany is making her own harbour. There she already has an efficient railway to Great Windhoek, the seat of government. This is 180 miles in length. Another 200 miles will carry her goods into the Bechuanaland Protectorate. She is urging that railway forward with all possible despatch. With that line completed, Germany will command the Atlantic-borne trade for South Africa, and cut out the very heart of our commerce there. For from that "coign of vantage," she will be able to land goods from the United States of America and Western Europe at much less cost than anyone can at Cape ports. By railways from Swakopmund to Rhodesia and the Protectorate borders, dealers will be tempted—unless fiscal and other laws intervene to check the movement—to order largely. The line impinging on Khama's country, and going up to the Humbe cataracts and farther eastward, will play havoc with much trade that would otherwise be restricted to Table Bay, Port Elizabeth, East London, and Natal. The Germans will have full command of all the route from the Atlantic side to the Zambezi; and thence, along that waterway they will be at liberty to compete with us on both sides of it, and out to the very mouth on the Indian seas. On the other hand, others will be liable to be barred on going westward from the same routes. Then we may realise a repetition of the policy which guided the Netherlands South African Railway Company and Kruger in their attitude to the Cape and England. Of not less significance than this commercial aspect of the situation are the strategies in the coming war of trade interests, which may lead to quite other eventualities, and of a far more grave nature. It may be beyond the reach of human sagacity to forecast what those con-

tingencies will be. But we can, at least, imagine that the time may come, and not very remotely, when a desperate struggle for supremacy between Germany and England may arise out of the trade competition. It is therefore of the highest and first importance, it seems to me, that the Crown should, by the mercantile and manufacturing genius of the United Kingdom, be called upon while there is yet time to initiate measures to safeguard not trade alone but peace there at all times.

**Mr. C. WALEY COHEN :** I should like to thank Mr. Morgan for his very interesting Paper, much of which I wish could be communicated to the large number of people who think of going to South Africa and who find a difficulty in getting information as to whether they will be able to obtain employment and as to the terms of employment. At this late hour I will only ask Mr. Morgan whether he does not think it would be possible to establish in South Africa some bureau for the collection of information, not a separate organisation for each Colony but one for South Africa as a whole, such as the Government Immigration Department of Canada? I think some such bureau for collecting information with a corresponding branch over here would greatly assist people who wish to emigrate to South Africa, and it would tend to increase the number of emigrants of a suitable class.

**Mr. M. H. FOQUET SUTTON** asked whether vessels owned by "the ring" had not preferential treatment at the Cape ports.

**Sir T. FOWELL BUXTON, Bart., G.C.M.G. :** I noticed that Mr. Morgan in his Paper assumes that in South Africa white labour cannot be employed on the mines. If that is taken as the fixed opinion of this Society and this audience, I think it is going too far. It would rather stultify some of my friends in Australia. We have all heard of and some of us have visited the mines in Western Australia, at Broken Hill, and elsewhere in New South Wales; of course there are many mines which are not prosperous, but you do find prosperous mines and prosperous towns surrounding them, and you don't see a single black or coloured man among them. These people are not exclusively of British origin, for you have many Germans and Americans, especially among the chief engineers and managers. But there they are—hard-headed men who are not likely to take part in any enterprise that does not suit their pocket. I am not disposed, therefore, to take it for granted that white labour in South Africa is impossible, and that you must have compulsory black labour or labour from Asia and elsewhere. I don't accept this as the only alternative, and I trust this audience

will not accept the view of the lecturer as finally disposing of the matter.

The CHAIRMAN (Sir Frederick Young, K.C.M.G.) : I have now to propose in your name that we give a hearty vote of thanks to Mr. Morgan for his Paper, the value of which has been enhanced by the discussion that has followed. Mr. Tudhope says Mr. Morgan is a bold man. I am glad he has been so bold, and that he has stated his opinions so frankly and well. As all of you who are acquainted with this Institute know, we are on all occasions anxious to elicit the truth, by full and fair discussion of the Papers that are read to us and the criticism that follows the reading of them.

Mr. MORGAN : Before acknowledging the very kind remarks about myself, I would like to deal with a few of the criticisms of my Paper. I really expected they would have been much severer than they have been, for I realised, as Mr. Tudhope has remarked, that one cannot expect to emerge from an incursion into the thorny fields of South African affairs without a few scratches. I am somewhat surprised that Mr. Tudhope should have taken up the case of the "ring," and praised the service given by the companies forming the "ring." The fact is that the service is not an efficient one. Compare it, for instance, with the service to America. The American boats are on the sea for a period of five days, and the average speed is from twenty to twenty-two knots an hour. The South African boats rarely exceed sixteen knots. They could do the journey in very much less time, but that would mean cutting down profits, which is a consideration the "ring," as at present constituted, would not entertain. National considerations do not appear to enter into their calculations as against a reduction of profit. But even if the service were thoroughly efficient the present high charges and arbitrary methods of the "ring" would not be warranted. Sir T. Fowell Buxton has taken exception to my statement that white labour cannot take the place of black labour. My opinion on the subject is confirmed by a Press message which comes through from Johannesburg to-day stating that the Chamber of Mines, one of the most responsible bodies in the country, have come to the opinion that the introduction of white labour on the Rand in the place of black has been a failure. Therefore in order to bring about the development of industry in South Africa we shall have to try to solve this problem of the supply of black labour. One gentleman has asked me a question in regard to employment. I can only refer him to the Emigration Office established in connection with the Colonial Office. With regard to Mr. Kidd, whose

remarks must always carry weight in this country, he has rather taken exception to my view that irrigation is a very important question for South Africa. In support of his own opinion he mentions that maize will grow readily merely as the result of scratching the surface of the soil and without any means of irrigation. The fact remains that South Africa cannot be fed on maize. Other crops do not grow with the same facility, and while most of Mr. Kidd's remarks will be generally accepted, I think that this is one which must be taken exception to. Irrigation is undoubtedly one of the most urgent needs of South Africa.

A cordial vote of thanks was given to the Chairman on the motion of Mr. Morgan, and the meeting separated.

## THIRTY-FIFTH ANNUAL GENERAL MEETING.

THE Thirty-fifth Annual General Meeting was held in the Library of the Institute on Tuesday, February 17, 1908, Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., a Vice-President, presiding.

Amongst those present were the following :—

MR. G. ADAMS, REV. W. OSBORN, B. ALLEN, MESSRS. F. C. M. ANSON, E. T. BAILEY, JOHN BARCLAY, H. H. BEAUCHAMP, G. BEETHAM, H. F. BILLINGHURST, ADMIRAL SIR NATHANIEL BOWDEN-SMITH, K.C.B., SIR HENRY BULWER, G.C.M.G., MESSRS. ALLAN CAMPBELL, W. W. CLARKE, T. R. CLOUGHER, J. COCHRAN, H. HIRSCHEL COHEN, CAPT. A. J. CROSBY, MESSRS. F. H. DANGAR, I. HORAK DE VILLIERS, F. DUTTON, W. C. L. DYETT, H. F. EATON, D. FINLAYSON, M. I. FINUCANE, A. FLOWER, SIR JAMES F. GARRICK, K.C.M.G., MESSRS. JOHN GOODLIFFE, W. S. SEBRIGHT GREEN, GEORGE HUGHES, DR. R. LOGAN JACK, LT.-GEN. R. W. LOWRY, C.B., MESSRS. K. N. MACFEE, A. MACROSTY, R. N. MOIR, A. MOOR-RADFORD, S. G. NELSON, SIR MONTAGU F. OMMANNEY, K.C.B., K.C.M.G., MESSRS. J. H. PARKER, C. QUENNEL, WYBEET REEVE, R. HEATON RHODES, R. NEVILL ROBERTS, MAJOR-GENERAL C. W. ROBINSON, C.B., SIR WILLIAM ROBINSON, G.C.M.G., CAPT. W. P. ROCHE, MR. E. T. SCAMMELL, CAPT. G. C. SCONCE, MESSRS. W. SHARPE, C. F. SILBERBAUER, H. G. SLADE, SIR CECIL CLEMENTI SMITH, G.C.M.G., MR. E. E. F. TARTE, HON. JOHN TUDHOPE, MESSRS. WILLIAM C. WARD, J. LOWRY WHITTLE, J. P. G. WILLIAMSON, SIR FREDERICK YOUNG, K.C.M.G., MR. J. S. O'HALLORAN, C.M.G. (SECRETARY).

The Secretary read the notice convening the Meeting.

The Minutes of the last Annual Meeting were read and confirmed.

The Chairman nominated Mr. F. H. Dangar, on behalf of the Council, and Mr. A. Moor Radford, on behalf of the Fellows, as scrutineers for the ballot under Rule 62, and the ballot was declared open for half an hour.

THE CHAIRMAN : Our much-esteemed Vice-President Sir Charles Daubeney having died so recently, we have not thought it fitting to name a successor, and perhaps the meeting will agree we ought to defer the selection for a time.

This suggestion having been concurred in, the report of the Council and statement of accounts were taken as read.

## REPORT.

THE Council have much pleasure in presenting to the Fellows their Thirty-fifth Annual Report.

The Coronation of His Majesty the King and Her Majesty

Queen Alexandra was a memorable event in the history of the past year, and evoked expressions of the most heartfelt loyalty and devotion to the Throne, as the central link that unites and holds together the great and varied communities of which the British Empire is composed. The Council adopted a congratulatory Address under the Common Seal on that auspicious occasion, and recorded their thankfulness at His Majesty's providential recovery from a serious illness that for some time gave rise to the gravest anxiety.

Honorary Membership of the Institute was extended to the Royal Guests representing the Colonies and India, as well as to other distinguished visitors who were not already Fellows of the Institute, during their stay in England in connection with the Coronation.

A Banquet to celebrate the Coronation was organised by the Royal Colonial Institute, British Empire League, Colonial Club, Australasian Club, and Australasian Chamber of Commerce in London, and the principal guests from His Majesty's Dominions beyond the Seas were entertained at the Guildhall (the use of which was granted by the City authorities) on July 11, seats being provided for 652 persons. In the absence of the Right Hon. Joseph Chamberlain, M.P., Secretary of State for the Colonies, through an unfortunate accident, the Earl of Onslow, G.C.M.G., Under-Secretary of State for the Colonies, presided over a highly representative and enthusiastic gathering, which included Members of the Imperial Cabinet, Colonial Premiers, Indian Princes, Colonial Governors, and Officers Commanding Colonial Contingents.

A notable feature of the Coronation season was the visit of the Prime Ministers of the self-governing Colonies, whose presence in London afforded opportunities for the discussion of questions of momentous national importance. At the Conference with Mr. Chamberlain and other Members of His Majesty's Government subjects such as political relations, naval and military defence, and closer fiscal relations, came under deliberation; as well as shipping subsidies, Government contracts affecting the Colonies, coasting trade, mutual protection of patents, the metric system, the purchase of cables, and postage on newspapers and periodicals. It is obvious, in the opinion of the Council, that the holding of similar Conferences at stated periods will tend materially to remove misconceptions and strengthen the ties that unite the various portions of His Majesty's world-wide Dominions.

A Durbar of unexampled magnificence, to proclaim the King's succession to the Imperial Crown of India, was held by the Viceroy

at Delhi under most propitious auspices ; the restoration to health of the Sovereign, the cessation of a protracted drought, a financial surplus, and indications of returning prosperity to India, being subjects for general rejoicing.

The following table shows the number of Fellows and the annual income in each year since the foundation of the Institute in 1868 :—

Date	No. of Fellows	Annual income (exclusive of Building and Conversations Funds but inclusive of Life Compositions and Entrance Fees)		
		£	s.	d.
To June 11, 1869 . . . .	174	1,224	14	5
„ 1870 . . . .	275	549	10	8
„ 1871 . . . .	210	503	16	4
„ 1872 . . . .	271	478	10	4
„ 1873 . . . .	349	1,022	9	1
„ 1874 . . . .	420	906	12	11
„ 1875 . . . .	551	1,038	15	8
„ 1876 . . . .	627	1,132	3	3
„ 1877 . . . .	717	1,222	18	3
„ 1878 . . . .	796	1,330	13	11
„ 1879 . . . .	981	1,752	18	2
„ 1880 . . . .	1,131	2,141	8	10
„ 1881 . . . .	1,376	2,459	15	6
„ 1882 . . . .	1,613	3,236	8	3
„ 1883 . . . .	1,959	3,647	10	0
„ 1884 . . . .	2,306	4,539	0	10
„ 1885 . . . .	2,587	5,220	19	0
„ 1886 . . . .	2,880	6,253	11	0
To Dec. 31, 1886 . . . .	3,005	6,581	2	5
„ 1887 . . . .	3,125	6,034	3	0
„ 1888 . . . .	3,221	6,406	11	5
„ 1889 . . . .	3,562	7,788	7	11
„ 1890 . . . .	3,667	6,919	7	6
„ 1891 . . . .	3,782	7,362	2	10
„ 1892 . . . .	3,775	6,966	12	4
„ 1893 . . . .	3,749	6,458	18	6
„ 1894 . . . .	3,757	6,691	19	0
„ 1895 . . . .	3,767	6,854	2	11
„ 1896 . . . .	3,929	7,315	5	9
„ 1897 . . . .	4,133	7,588	15	7
„ 1898 . . . .	4,139	7,114	4	2
„ 1899 . . . .	4,153	7,053	10	2
„ 1900 . . . .	4,208	7,142	8	3
„ 1901 . . . .	4,228	7,154	1	9
„ 1902 . . . .	4,407	8,042	5	1

The number of candidates elected during the past year comprised 116 Resident and 314 Non-Resident Fellows, or a total of 430, as compared with 66 Resident and 229 Non-Resident, or a total of 295, in 1901. On December 31, 1902, the list included



1,498 Resident, 2,901 Non-Resident, and 18 Honorary Fellows, or 4,407 in all, of whom 1,138 have compounded for the Annual Subscription, and qualified as Life Fellows.

The Honorary Treasurer's Statement of Accounts is appended, and shows that the income for 1902 exceeded that of any previous year. The loan raised in 1886 for the acquirement of the freehold of the Institute, which amounted to £35,020, had been reduced on December 31, 1902, to £11,138 0s. 6d.; and £2,061 12s. beyond the sum originally stipulated will be applied to its reduction in 1903.

The obituary of 1902 comprises 112 names, as given below, including the Marquess of Dufferin and Ava, K.P., G.C.B., G.C.M.G. (a Vice-President), Sir Arthur Hodgson, K.C.M.G., and Sir Sidney Shippard, K.C.M.G. (Councillors), and the Right Hon. Cecil J. Rhodes, whose services in connection with the expansion of the British Dominions in South Africa have been of incalculable benefit to the Empire, and whose munificent bequest for bringing within the reach of young Colonists the advantages of English University education under a scheme which is now being formulated should in due time afford an additional stimulus to Imperial unification:—

*James Aitken (Western Australia), R. G. Allen (Lagos), Louis Anthing (Cape Colony), Thomas Beckett (late of Canada), Surgeon-Major W. J. Guthrie Bedford (late of Tasmania), D. W. Bell, J.P., A. H. Bisset (Natal), William Blair (British Guiana), Donald W. Blyth (late of Ceylon), Harry H. Boden (Natal), Sir John G. Bourinot, K.C.M.G., LL.D. (Canada) (Honorary Fellow), Rt. Rev. H. B. Bousfield, D.D. (Lord Bishop of Pretoria), T. J. Breakspear (Jamaica), Thomas W. Brookes (late M.L.C., Bengal), Lennox Browne, F.R.C.S.E., Edward Chapman (late of New South Wales), Major William Clark (Canada), Lieut.-General Sir Andrew Clarke, G.C.M.G., C.B., C.I.E., W. W. Clayton, Hon. Sir John Colton, K.C.M.G. (South Australia), Sir Daniel Cooper, Bart., G.C.M.G., Nathaniel Cork, A. J. Cotterill (New Zealand), C. F. Creagh, Henry Cumming (Gold Coast Colony), Robert Davidson (Cape Colony), Charles S. Dicken, C.M.G., John S. Distin (Cape Colony), Hon. R. R. Dobell, M.P. (Canada), G. Smytten Duff, Most Hon. the Marquess of Dufferin and Ava, K.P., G.C.B., G.C.M.G. (Vice-President), H. P. Du Preez, J.P. (Cape Colony), Albin Fleming, R. A. Fraser (Victoria), David Gillies (Hong Kong), The Very Rev. Principal G. M. Grant, M.A., D.D., C.M.G. (Canada), Richard Allen Green (Natal), Colonel Howel Gunter (Queensland), Hon. Mr. Justice J. W. Gwynne (Canada), John A. Harragin (Trinidad), Sir George D. Harris, G. H. Hawtayne, C.M.G. (late Hon. Corresponding Secretary British Guiana), Hon. Mr. Justice A. P. Hensman (Western Australia), C. Fitzhenry Hill (late of Queensland), Sir Arthur Hodgson, K.C.M.G. (Councillor), Wm. Hughes-Hughes, J.P., R. L. Ievers (Victoria), C. K. Jardine (British Guiana), J. Angus Johnson (South Australia), Hermann Kopke (Lagos), Hon. George Leake, K.C., M.L.A. (Western Australia), Isidor Lissner (Queensland), Matthew Little (late of Singapore), Julian A. H. Louis, Robert McFarland (New South Wales), Alex McGregor, J.P. (Cape Colony), John McIlwraith (Victoria), Kenneth Mackenzie (Gold Coast Colony), Farquhar Mackinnon (Rhodesia), J. Archibald McMillan (Natal), Randolph Mainwaring, Alexander Michie (late of China), Charles Mitchell (Trinidad), John S. Mure*

(India), *T. de M. Murray-Prior, M.I.A. (Queensland), Hon. Frederic W. Nash, M.L.C. (Mauritius), Walter C. Nicholls (New Zealand), Augustus Nicoll, M.B., C.M. (Jamaica), C. Y. O'Connor, C.M.G. (Western Australia), P. Hill Osborne, J.P. (New South Wales), J. C. Palmer (Natal), Wm. S. Paul (Queensland), P. D. Frankerd (late of South Australia), A. L. Ralph (Gold Coast Colony), James E. Rees (accidentally killed on active service in Rhodesia), Sir W. Conrad Reeves (Chief Justice of Barbados), Rt. Hon. Cecil J. Rhodes, M.L.A. (Cape Colony), Robert Ridley (Natal), Thomas F. Roberts (late of Victoria), Major M. W. Robertson, C.M.G., C.M.R. (Cape Colony), Hon. George Robinson, M.C.G. (Mauritius), Frederick J. C. Ross (Straits Settlements), H. Cameron Ross (late of Cape Colony), Thomas Rudd (late of Cape Colony), Edward J. Russell (Gold Coast Colony), Rev. Richardson Saunders (Bahamas), William C. Scholts, M.D. (Cape Colony), Major-General Sir Francis C. Scott, K.C.B., K.C.M.G. (Trinidad), W. J. Scott, M.B. (Natal), James Shand, Sir Sidney Shippard, K.C.M.G. (Councillor), John Henry Sillem, M. F. Simon, C.M.G., M.R.C.S.E. (Straits Settlements), Hon. T. Hawkins Smith, M.L.C. (New South Wales), J. Brodie Spence (South Australia), Howard Spensley (late of Victoria), Robert Stewart (late of Queensland), Charles G. Stone (East Africa), Sir Harry L. Thompson, K.C.M.G. (Administrator of St. Lucia), Hon. James Thomson, M.C.P. (British Guiana), J. Duncan Thomson (late of Cape Colony), J. D. W. Vaughan (Fiji), Hendrik Vroom, C.M.G. (Gold Coast Colony), Charles M. Wakefield (late of New Zealand), John Watts (late of Queensland), Surgeon-Captain Francis Wellford, M.A., M.B. (Straits Settlements; died of wounds in South Africa), James Wigan, Rev. Montague Williams (Victoria), Alexander J. Wilson (Rhodesia), Hon. W. Horatio Wilson, C.M.G., M.L.C. (Corresponding Secretary, Queensland), William R. Wilson (Victoria), Samuel Yardley, C.M.G.*

The Council have arranged for a Memorial tablet to be placed in the Hall of the Institute to the honoured memory of the following Fellows, sixteen in number, who laid down their lives during the South African Campaign of 1899-1902 in the cause of a "United Empire":—Capt. The Earl of Ava, Staff; Major T. R. Dodd, Railway Pioneer Corps; G. J. Hugman Eady, Loch's Horse; Capt. W. C. C. Erskine, Field Intelligence Department; Capt. J. C. Knapp, Imperial Light Horse, Natal; Lieut-Col. D. Tyrie Laing, Commander-in-Chief's Body Guard; W. H. Longden, Imperial Light Horse, Natal; Lieut. H. L. Mourilyan, Royal Warwickshire Regiment; Lieut. J. E. Rees, Western Light Horse, Rhodesia; Major M. W. Robertson, C.M.G., Cape Mounted Rifles; Lieut. A. A. Stanton, Commander-in-Chief's Body Guard; Major C. E. Taunton, Natal Carbineers; A. H. Thomas, Ceylon Mounted Infantry; Surgeon-Capt. J. T. Toll, First South Australian Contingent; Surgeon-Capt. F. Wellford (Straits Settlements), Imperial Yeomanry; and Capt. F. S. Whitaker, Roberts's Horse. It is proposed to unveil the Memorial at the close of the Annual Meeting of Fellows.

Vacancies on the Council occasioned by the death of the Marquess of Dufferin and Ava, K.P., G.C.B., G.C.M.G., Sir Sidney Shippard, K.C.M.G., and Sir Arthur Hodgson, K.C.M.G., have been filled up under the provisions of Rule 6 by the appointment *ad*

*interim*, subject to confirmation by the Fellows, of Earl Grey as a Vice-President and the Hon. T. A. Brassey and the Hon. John Tudhope as Councillors. The death of General Sir H. C. B. Daubeney, G.C.B., a Vice-President, occurred so recently that no steps have yet been taken for filling up the vacancy. The following retire in conformity with Rule 7, and are eligible for re-election :— Vice-Presidents :—The Duke of Argyll, K.T., G.C.M.G., G.C.V.O. ; the Earl of Aberdeen, G.C.M.G. ; the Earl of Jersey, G.C.B., G.C.M.G. ; Sir James A. Youl, K.C.M.G. ; and Sir Frederick Young, K.C.M.G. Councillors :—Lieut.-General Sir J. Bevan Edwards, K.C.M.G., C.B. ; Sir James F. Garrick, K.C.M.G. ; Major-General Sir Henry Green, K.C.S.I., C.B. ; Sir George S. Mackenzie, K.C.M.G., C.B. ; Major-General C. W. Robinson, C.B. ; and Mr. F. H. Dangar.

The Annual Dinner took place at the Whitehall Rooms on April 30, under the presidency of Earl Grey, and was a most successful gathering.

The Annual Conversazione was held at the Natural History Museum, Cromwell Road, on June 20, by permission of the Trustees of the British Museum, and was attended by over 3,000 guests.

The following Papers have been read and discussed since the date of the last Annual Report :—

#### Ordinary Meetings.

"British Columbia of To-day." The Hon. J. H. Turner, Agent-General for the Province.

"Notes on Queensland." The Right Hon. Lord Lamington, G.C.M.G.

"Colonial Administration." Sir Hubert E. H. Jerningham, K.C.M.G.

"The Recent Royal Tour." Canon Dalton, M.A., C.V.O., C.M.G.

"Our Future Colonial Policy." Archibald R. Colquhoun.

"Some Steps to Imperial Federation." The Hon. T. A. Brassey.

"British and Siamese Malaya." Hugh Clifford, C.M.G.

"The Canadian West and North-West." W. Albert Hickman, B.Sc.

#### Afternoon Meetings.

"The Progress of Civil Administration in the Orange River Colony." H. A. Broome.

"The Klondike—a Four Years' Retrospect." F. C. Wade, K.C.

"Some Recollections of Tasmania before Federation."  
Lady Hamilton.

"The Forests of India and their Management." J. S.  
Gamble, M.A., C.I.E., F.R.S.

Enquiries on a great variety of subjects connected with the Colonies and their resources have been received and answered. The Institute being increasingly utilised as a central place of meeting for visitors from all parts of the Realm, every facility is afforded for the exchange of experiences and the dissemination of authentic and up-to-date intelligence based on personal knowledge.

The progress of the Library has been well maintained, the additions numbering 1,745 volumes ; 2,264 pamphlets and parts ; 89,910 newspapers ; 62 maps ; 187 photographs ; of which by far the larger number were received by donation. The numerous applications which continue to be made by authors, journalists, students, and others to use the Library is not only evidence of its general usefulness but a proof of the value of the collection of literature regarding all parts of the Empire contained in it. The number of books borrowed from the Library has largely exceeded that of any previous year, which is an indication that this privilege is being more appreciated by the Fellows. The various sections of the Library have been kept well up to date, and every endeavour has been made to complete the collection of rare and valuable works dealing with the early history of the British Colonies, which, although difficult to procure, have in several instances been obtained by the co-operation of Fellows of the Institute in various parts of the world. In the Parliamentary Section, the official publications such as Votes and Proceedings, Blue Books, Parliamentary Debates, Government Gazettes, Statutes, &c., of all the Colonies have been regularly received, and by the courtesy of the Government of India similar official publications of the Presidencies and Provinces of that Dependency are now available for reference purposes. The Colonial and Indian Directories, Handbooks, Almanacs, and the most recent statistical tables continue to form a special feature of the Library ; and a well-selected collection of newspapers and magazines from all parts of the Empire is received and filed. The Map department has received many important additions, and the request contained in the monthly Journal of the Institute for photographs of Colonial scenery, &c., has been favourably responded to. The Council have to thank the Governments of the various Colonies and of India, Societies and Institutions, Fellows of the Institute, and others (a list of whom is appended), for their co-operation in the work of gathering together such a representative collection of

literature regarding the rise, progress, development, and history of the British Empire beyond the seas. On December 31, 1902, the Library contained 51,844 volumes and pamphlets (all relating to the Colonies and India) and 818 files of newspapers.

The Council observe with much satisfaction the rapid development of North-Western Canada, and the occupation of its vast and fertile areas by industrious settlers. The remarkable expansion of Canadian trade is particularly noticeable in view of the circumstance that a preference of 88½ per cent. on British taxable goods imported into the Dominion was voluntarily conceded by the Canadian Government as a token of goodwill to the Mother Country.

The All-British Pacific Cable, connecting Australia, New Zealand, and Fiji with Great Britain *via* the Dominion of Canada, has already been referred to in previous reports as a great Imperial enterprise. Its successful completion now affords a new and important means of communication that promises far-reaching consequences, both strategically and commercially.

The Council have followed with the warmest interest the development of federal institutions in Australia, and feel assured that the problems necessarily arising from time to time out of the new Constitution will be successfully solved by mutual concessions on the part of the individual States and the concentrated efforts of the Commonwealth Government. A drought of exceptional severity inflicted heavy losses on pastoral and agricultural industries in some parts of that vast Island Continent, but it is gratifying to learn that an abundant rainfall afforded relief before the year closed.

A prolonged and costly war in South Africa, throughout which invaluable services were rendered by Colonial troops, has happily been brought to a successful termination, British supremacy having been fully maintained. The judicious application of British rule, under the able administration of Lord Milner, is gradually repairing the ravages of war and paving the way for an era of peaceful progress. The Council regard with the deepest interest the visit of the Secretary of State for the Colonies to South Africa, believing as they do that such a new departure in Imperial policy is calculated materially to improve the relations between the Mother Country and her Daughter States and advance the great cause of national consolidation.

It will be within the recollection of Fellows of the Institute that the Council addressed a Memorial to the Chancellor of the Exchequer on April 15, 1896, praying for the amendment of the law relating to the levying and payment of Income Tax, so as to

exempt income received by persons resident in any part of the United Kingdom in all cases in which it can be shown that such income has already been charged with Income Tax in that part of the Empire, wherever it may be, in which such income is earned. The Lords of the Treasury stated in reply that they were unable to accept the proposal on various grounds. The Council are more than ever convinced that double taxation of the same income by different integral portions of the British Empire is obviously unfair and constitutes a real hardship, amounting as it does in cases that have recently been brought under their notice to an aggregate charge of no less than two shillings in the pound. They will continue to urge their views on His Majesty's Government at every suitable opportunity.

The policy embodied in the Convention relating to sugar, signed at Brussels on March 5, 1902, having been affirmed by the Imperial Parliament, a decisive step has been taken towards the abolition of the bounty system, which has for some time past been productive of injurious results to our West Indian and other sugar-producing Colonies.

A disastrous volcanic eruption in St. Vincent occasioned a deplorable loss of life and destruction of property, which evoked the widest sympathy, and many Fellows of the Institute contributed to the Mansion House Fund, which was opened in London for the relief of the sufferers.

The Council congratulate His Majesty's Government on the increasing frequency with which new battleships are named after British Colonies, as indicating a graceful recognition of the splendid services rendered by our fellow-countrymen beyond the seas during the late war, and at the same time awakening a more widespread interest in the Royal Navy.

The Council view with much pleasure a highly gratifying change in the public opinion of this country which has been apparent of recent years—the feeling of comparative indifference with which Colonial questions were at one time regarded having happily been supplanted by a complete reciprocity of sentiment that affords the best possible guarantee for the unity of the Empire, the maintenance of which on a permanent basis the Royal Colonial Institute has consistently sought to promote to the utmost of its power.

By Order of the Council,

J. S. O'HALLORAN,

*Secretary.*

*January 27, 1903.*

ASSETS AND LIABILITIES, DECEMBER 31, 1902.

LIABILITIES.	£	s.	d.	ASSETS.	£	s.	d.
To Sundry Accounts .....	482	18	8	By Subscriptions outstanding £987 19s., estimated at .....	246	19	9
" Balance of Loan for Purchase of Site and to pay off Debentures on security of Mortgage 11,138 0 6	11,138	0	6	" Property of the Institute—			
	11,620	19	2	Building (cost price) .....	£20,268	3	5
	52,226	2	7	Furniture .....	£2,027	7	7
Balance in favour of Assets .....	52,226	2	7	Less Depreciation, say 7½ % .....	152	1	1
				Books, &c., valued by the Council at .....	1,875	6	6
				oil at .....	8,144	14	2
				" Cost of Freehold .....	30,288	4	1
					30,520	0	0
				Balance at Bank .....	61,055	3	10
				" in hands of Secretary .....	£2,777	18	10
					13	19	1
					2,791	17	11
					£63,847	1	9

M. F. OMMANNEY,  
Hon. Treasurer.

January 1, 1903.

Examined and found correct. A list of the Fellows in arrears on the 31st December, 1902, has—in conformity with Rule 22a—been laid before the Auditors by the Honorary Treasurer, showing an amount due to the Institute of £987 19s., and the above Statement of Assets is contingent on this sum producing £246 19s. 9d.

F. H. DANGAR }  
H. F. BILLINGHURST } Hon. Auditors.

January 20, 1903.

**STATEMENT OF RECEIPTS  
FOR THE YEAR ENDING**

RECEIPTS.		£ s. d.
Bank Balance as per last Account .....	£1,899 2 10	
Cash in hands of Secretary .....	23 4 3	
		1,422 7 1
7 Life Subscriptions of £20 .....	140 0 0	
2 Life Subscriptions of £15 to complete .....	30 0 0	
1 " " £13 " .....	13 0 0	
74 " " £10 and under to complete .....	729 14 0	
108 Entrance Fees of £3 .....	324 0 0	
296 " " £1. 1s. ....	810 16 0	
18 " " £1. 19s. to complete .....	35 2 0	
256 Arrears of Subscriptions .....	278 4 0	
1,338 Subscriptions of £2 for 1902 .....	2,676 0 0	
1,387 " £1. 1s. for 1902 .....	1,456 7 0	
14 " £1 or less to complete .....	9 13 0	
182 Subscriptions of 19s. to complete .....	172 18 0	
65 " £2 for 1903, in advance ...	130 0 0	
102 " £1. 1s. for 1903, in advance	107 2 0	
2 " " 1904, " .....	2 2 0	
		6,414 18 0
Annual Dinner, received in connection with .....	276 0 0	
Conversazione, ditto .....	368 17 6	
Rent for one year to December 25, 1902 (less Property Tax) .....	1,130 0 0	
Insurance repaid .....	7 7 0	
Library Catalogues (Sale of) .....	12 19 0	
Proceeds of Sale of Papers, &c. ....	52 4 1	
Interest on Deposit .....	33 11 0	
Journal .....	382 6 0	

£10,100 9 8

Examined and found correct.

F. H. DANGAR }  
II. F. BILLINGHURST } *Hon. Auditors.*

January 20, 1903.



AND PAYMENTS.

DECEMBER 31, 1902.

PAYMENTS.			£	s.	d.
Salaries and Wages.....			1,972	19	8
Proceedings—Printing, &c. ....			280	9	5
Journal—					
Printing.....	£383	1	11		
Postage .....	196	13	4		
			579	15	3
Printing, ordinary .....			60	5	7
Postages, ordinary .....			198	0	7
Geographical Association .....			3	3	0
Advertising Meetings .....			25	9	10
Meetings, Expenses of .....			189	2	6
Reporting Meetings .....			29	8	0
Stationery .....			148	11	2
Newspapers .....			109	3	5
Library—					
Books .....	£135	15	1		
Binding, &c. ....	37	7	7		
			173	2	8
Fuel, Light, &c. ....			158	1	3
Building—Furniture and Repairs.....			162	5	6
Guests' Dinner Fund .....			44	2	0
Rates and Taxes .....			378	11	5
Fire Insurance .....			26	8	0
Law Charges .....			32	10	0
Telephone.....			17	0	0
Illuminations, H.M. Coronation .....			27	1	6
Annual Dinner.....			300	8	0
Conversazione—					
Refreshments .....	£235	18	0		
Electric Lighting, &c. ....	66	15	4		
Floral Decorations .....	25	0	0		
Music .....	53	3	6		
Printing .....	18	7	8		
Fittings, Furniture, &c. ....	34	17	6		
Attendance, &c. ....	26	5	2		
			460	7	2
Gratuities .....			160	0	0
Miscellaneous .....			80	15	8
Subscriptions paid in error refunded .....			5	19	0
Payments on Account of Mortgage—					
Interest .....	£393	14	7		
Principal.....	1,291	16	7		
			1,685	11	2
			7,308	11	9
Balance in hand as per Bank Book.....	£2,777	18	10		
Cash in hands of Secretary .....	13	19	1		
			2,791	17	11
			£10,100	9	8

M. F. OMMANNEY,

Honorary Treasurer.

January 1, 1903.

## LIST OF DONORS TO THE LIBRARY—1902.

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- |   |   |
|---|---|
| Abbey Press                             | Army and Navy, Proprietors of           |
| Aborigines' Protection Society          | Arnold, Edward                          |
| Adams, Arthur H.                        | Ashburton Mail (New Zealand), Pro-      |
| Adams, Professor John                   | prieters of                             |
| Admiralty, The                          | Assam, Chief Commissioner of            |
| Affleck & Co., Messrs. T. (Albury,      | Aspe-Fleurimont, L.                     |
| New South Wales)                        | Aubin, Eugène                           |
| African Commerce, Proprietors of        | Auckland Star, Proprietors of           |
| African Lakes Corporation Ltd.          | Auckland University College, New        |
| (British Central Africa)                | Zealand                                 |
| African Review, Proprietors of          | Austin, Hon. O. P. (Washington, U.S.A.) |
| African Society, The                    | Australasian (Melbourne), Proprietors   |
| African Times, Proprietors of           | of                                      |
| African World, Proprietors of           | Australasian Association for the        |
| Agricultural Reporter (Barbados),       | Advancement of Science                  |
| Proprietors of                          | Australasian Chamber of Commerce        |
| Albertan (Calgary, Canada), Proprie-    | in London                               |
| tors of                                 | Australasian Hardware and Ma-           |
| Albury Border Post, Proprietors of      | achinery, Proprietors of                |
| Allen, George                           | Australasian Insurance and Banking      |
| Amalgamated Press Ltd.                  | Record, Proprietors of                  |
| American Colonisation Society (Wash-    | Australasian Journal of Pharmacy,       |
| ington)                                 | Proprietors of                          |
| American Geographical Society (New      | Australasian Medical Gazette, Pro-      |
| York)                                   | prieters of                             |
| American Museum of Natural History      | Australian Book Co.                     |
| (New York)                              | Australian Field (Sydney), Pro-         |
| Ancel, Jacques                          | prieters of                             |
| Andree, A. W. (Ceylon)                  | Australian Mail, Proprietors of         |
| Andrews, Arliss                         | Australian Mining Standard (Sydney),    |
| Angas, J. H. (South Australia)          | Proprietors of                          |
| Anglo-African Argus, Proprietors of     | Australian Museum (Sydney), Trus-       |
| Anglo-American Magazine, Pro-           | tees of                                 |
| prieters of                             | Australian Mutual Provident Society     |
| Angus & Robertson, Messrs. (New         | (Sydney)                                |
| South Wales)                            | Australian Stock Exchange Intelli-      |
| Anthropological Institute               | gence, Proprietors of                   |
| Anti-Bounty League                      | Australian Tobacco Journal, Pro-        |
| Antigua Observer, Proprietors of        | prieters of                             |
| Antigua Standard, Proprietors of        | Australian Trading World, Proprietors   |
| Argosy (British Guiana), Proprietors of | of                                      |
| Armidale Express (N.S. Wales), Pro-     | Automobile Club Journal, Proprietors    |
| prieters of                             | of                                      |

- Bahamas, Government of the  
 Baille, Le Colonel  
 Baker, Hon. Sir Richard C., K.C.M.G.  
 (South Australia)  
 Balch, T. W. (Philadelphia, U.S.A.)  
 Balfour, Grant (Canada)  
 Ballarat Star, Proprietors of  
 Balmain Observer (N.S.W.), Proprietors of  
 Balme, Messrs. C., & Co.  
 Bank of Australasia  
 Bankers' Institute of Australasia  
 Barbados General Agricultural Society  
 Barbados Globe, Proprietors of  
 Barbados, Government of  
 Barot, Dr.  
 Barsdorf & Co., Messrs. A.  
 Bataviaasch Genootschap van Kunsten en Wetenschappen, Batavia  
 Bayly, R. A. (Canada)  
 Bayly & Co., Messrs. A. W. (Lourenço Marques)  
 Beaufort Courier (Cape Colony), Proprietors of  
 Bedford, Randolph  
 Bedford Enterprise (Cape Colony), Proprietors of  
 Beira Post, Proprietors of  
 Bell, Messrs. J. D. & F. R. (New York)  
 Bendigo Advertiser (Victoria), Proprietors of  
 Bengal Chamber of Commerce  
 Bengal, Secretary to Government  
 Berbice Gazette, Proprietors of  
 Bermuda, Government of  
 Bermuda Colonist, Proprietors of  
 Bijoux, J. O. (Mauritius)  
 Bishopsgate Institute  
 Black, Messrs. A. & C.  
 Black, Dr. W. G.  
 Black, Dr. W. T.  
 Blackie & Son, Messrs.  
 Blantyre Mission (British Central Africa)  
 Bloemfontein Post (Orange River Colony), Proprietors of  
 Board of Trade  
 Bombay, Government of  
 Bonnin, Louis (Mauritius)  
 Bonwick, James  
 Boosé, James R.  
 Borelli, Georges  
 Boston Public Library  
 Bourassa, Henri (Canada)  
 Bournot, Sir John G., K.C.M.G. (Canada)  
 Boyle, Sir Cavendish, K.C.M.G. (Newfoundland)  
 Bradshaw, Joseph (Victoria)  
 Brandstetter, Professor Dr. Redward  
 Brassey, Hon. T. A.  
 Brassey, Rt. Hon. Lord, K.C.B.  
 Bright, Charles  
 Brisbane Courier (Queensland), Proprietors of  
 Bristol Public Libraries  
 Britannia, Proprietors of  
 British and South African Export Gazette, Proprietors of  
 British Australasian, Proprietors of  
 British Australasian Society  
 British Central Africa, H.M. Commissioner and Consul-General  
 British Central Africa, Postmaster-General  
 British Columbia, Government of  
 British Columbia, Agent-General for  
 British Columbia Department of Mines  
 British Columbia, Minister of Education  
 British Columbia Review, Proprietors of  
 British Empire League  
 British Guiana, Government of  
 British Guiana Chamber of Commerce  
 British Guiana Immigration Department  
 British Guiana Institute of Mines and Forests  
 British Honduras, Government of  
 British Museum, Trustees of  
 British New Guinea, Lieut.-Governor of  
 British North Borneo, Governor of  
 British Refrigeration, Proprietors of  
 British South Africa Co.  
 British Trade Journal, Proprietors of  
 Bromby, E. H. (Victoria)  
 Brown, Ltd., Messrs. T. B.  
 Browne, K. G. Dodswell (Ceylon)  
 Budget (New Plymouth, New Zealand), Proprietors of  
 Bulawayo Chronicle, Proprietors of  
 Bult, C. M.  
 Bureau of Statistics, Washington, U.S.A.  
 Butcher, Mrs. T. B.  
 Campbell, J. W. (Canada)  
 Canada, Government of  
 Canada, Department of Agriculture and Statistics  
 Canada, Department of Labour

- Canada Department of Militia and Defence  
 Canada, Geographic Board of  
 Canada, Geological Survey of  
 Canada, High Commissioner for  
 Canada, Royal Society of  
 Canadian Bankers' Association (Toronto)  
 Canadian Law Book Co. (Toronto)  
 Canadian Magazine (Toronto), Proprietors of  
 Canadian Mining Review, Proprietors of  
 Canadian Pacific Railway Co.  
 Canterbury Agricultural and Pastoral Association (New Zealand)  
 Canterbury College (New Zealand)  
 Canterbury Times (New Zealand), Proprietors of  
 Cantlie, Dr. James  
 Cape Argus, Proprietors of  
 Cape Church Monthly, Proprietors of  
 Cape Daily Telegraph, Proprietors of  
 Cape Law Journal, Editor of  
 Cape Mercury, Proprietors of  
 Cape of Good Hope, Government of  
 Cape of Good Hope, Agent-General for  
 Cape of Good Hope, Department of Agriculture  
 Cape of Good Hope University  
 Cape Times, Proprietors of  
 Cape Town Chamber of Commerce  
 Capitalist, Proprietors of  
 Capricornian (Queensland), Proprietors of  
 Carmody, Prof. P. (Trinidad)  
 Carswell Co., The (Canada)  
 Cassell & Co., Messrs.  
 Castaldi, E. (Malta)  
 Central African Times (Blantyre, B.C.A.), Proprietors of  
 Central Good Hope Red Cross Committee (Cape Town)  
 Central Provinces of India, Government of the  
 Ceylon, Government of  
 Ceylon, Government Record Keeper  
 Ceylon Independent, Proprietors of  
 Ceylon, Medical College  
 Ceylon Observer, Proprietors of  
 Ceylon Review, Proprietors of  
 Ceylon Standard, Proprietors of  
 Ceylon, Surveyor-General  
 Chacalli, Georges (Cyprus)  
 Chailley-Bert, J.  
 Chambers, Messrs. W. & R.  
 Charlottetown Herald (P.E.I.), Proprietors of  
 Chemist and Druggist of Australasia, Proprietors of  
 Chevalier, Mrs.  
 China Mail (Hong Kong), Proprietors of  
 Christchurch Press (New Zealand), Proprietors of  
 Christian Herald Co.  
 Church Missionary Society  
 Church Review Newspaper Co.  
 Citizen, Proprietors of  
 City of London Corporation  
 Clarendon Press  
 Clarion (British Honduras), Proprietors of  
 Clark, Messrs. T. & T.  
 Clarke, J. S. (Prince Edward Island)  
 Clay & Son, Messrs. C. J.  
 Clougher, Joseph P. (Canada)  
 Clougher, Thomas R.  
 Clowes & Sons, Messrs. William  
 Cold Storage, Proprietors of  
 Colliery Guardian, Proprietors of  
 Colmer, J. G., C.M.G.  
 Colombo Museum Library (Ceylon)  
 Colonial Bank  
 Colonial College  
 Colonial Consignment and Distributing Co.  
 Colonial Goldfields Gazette, Proprietors of  
 Colonial Guardian (British Honduras), Proprietors of  
 Colonial Office  
 Combanaire, A.  
 Comité de l'Afrique Française (Paris)  
 Commerce, Proprietors of  
 Commercial (Manitoba), Proprietors of  
 Commercial Intelligence, Proprietors of  
 Commonwealth of Australia, Government of the  
 Coolgardie Miner, Proprietors of  
 Coorg, Chief Commissioner of  
 Copp Clark Co., The (Canada)  
 Corbet, F. H. M.  
 Corbet, R. G.  
 Corner, William  
 Critchell, J. T.  
 Crofton Gazette (British Columbia), Proprietors of  
 Cundall, F. (Jamaica)  
 Cyprus, Government of  
 Daily British Whig (Canada), Proprietors of  
 Daily Chronicle (British Guiana), Proprietors of

- Daily Record (Queensland), Proprietors of  
 Daily Telegraph (Launceston, Tasmania), Proprietors of  
 Daily Telegraph (Napier, N.Z.), Proprietors of  
 Daily Telegraph (New Brunswick), Proprietors of  
 Daily Telegraph (Quebec), Proprietors of  
 Dalgety & Co., Messrs. (New South Wales)  
 D'Almeida, Prof. P. Camena  
 Daniels, Major Cooke  
 Davey, Flack & Co., Messrs.  
 Davis & Sons, Messrs. P. (Natal)  
 Debrett's Coming Events, Proprietors of  
 De Kolonist, Proprietors of  
 De La Chaume, Henri  
 De Montrozier, R. Colrat  
 Denning, Margaret B.  
 Denny, G. A.  
 Dent & Co., Messrs. J. M.  
 Derby Free Public Library and Museum  
 De Reinach, L.  
 De Thierry, C.  
 Deutsche Kolonialgesellschaft  
 Diamond Fields Advertiser (Kimberley), Proprietors of  
 Direct West India Cable Co.  
 Doberck, W. (Hong Kong)  
 Dominica Guardian, Proprietors of  
 Dominican, Proprietors of  
 Dominion Publishing Co. (Canada)  
 Downey & Co., Messrs.  
 Dreyfus, O.  
 Drummond, Dr. W. H. (Canada)  
 Dugas, A. C. (Canada)  
 Dulau & Co., Messrs.  
 Dundee Free Libraries  
 Durban Corporation  
 East India Association  
 Eastern Province Herald (Port Elizabeth), Proprietors of  
 Eastwick, Mrs. R. W. Egerton  
 Echo Publishing Co. (Victoria)  
 Educational Supply Association  
 Edwards, Francis  
 Edwards, Stanley  
 Egmont Star (New Zealand), Proprietors of  
 Electrical Investments, Proprietors of  
 El Ingeniero Español, Proprietors of  
 Emigrants' Information Office  
 Empire, Proprietors of  
 Enterprise, Proprietors of  
 Evening Herald (Newfoundland), Proprietors of  
 Evening Post (New Zealand), Proprietors of  
 Evening Telegram (Newfoundland), Proprietors of  
 Everett, Messrs. R. A.  
 Examiner (Cape Colony), Proprietors of  
 Exchange and Mart, Proprietors of  
 Federal Union Committee  
 Federalist (Grenada), Proprietors of  
 Federated Malay States, Resident-General  
 Ferguson, John (Ceylon)  
 Ferguson, R. H. (Ceylon)  
 Ferguson, Messrs. A. M. & J. (Ceylon)  
 Fiji, Government of  
 Fiji Times, Proprietors of  
 Finance, Proprietors of  
 Financial Times, Ltd., The  
 Financier and Bullionist, Proprietors of  
 FitzGibbon, Miss Mary Agnes (Canada)  
 FitzPatrick, Hon. Charles, K.C. (Canada)  
 FitzPatrick, Sir J. Percy (Transvaal)  
 Foreau, F.  
 France, Ministère des Colonies  
 Fort Beaufort Advocate, Proprietors of  
 Fort St. George, India, Secretary to Government  
 Fradelle & Young, Messrs.  
 Frowde, Henry  
 Gallois, Eugène  
 Gambia, Government of  
 Gard, Anson A. (Canada)  
 Gay & Bird, Messrs.  
 Gazette Printing Co. (Canada)  
 Geelong Advertiser, Proprietors of  
 Geographical Association  
 Geraldton Express (W. Australia), Proprietors of  
 Germany, Government of  
 Gibraltar, Government of  
 Gold Coast Colony, Government of  
 Gold Coast Aborigines, Proprietors of  
 Gold Coast Chronicle, Proprietors of  
 Gold Coast Leader, Proprietors of  
 Good, E. A. (India)  
 Goodliffe, John  
 Gordon, D. J. (South Australia)  
 Gordon & Gotch, Messrs.  
 Gosnell, R. E. (British Columbia)

- Gould, Miss S. Adelaide  
 Gould, G. F. (Canada)  
 Gow, Wilson & Stanton, Messrs.  
 Grahamstown and Port Alfred Chamber of Commerce  
 Gray, Alex. (Natal)  
 Green, Morton (Natal)  
 Greening & Co., Messrs.  
 Grenada, Government of  
 Griffin & Co., Messrs. Charles  
 Grocott's Mail (Cape Colony), Proprietors of  
 Gueritz, E. P. (British North Borneo)  
 Gwelo Times (Rhodesia), Proprietors of  
 Hall, Rev. Alfred  
 Hamilton Scientific Association (Canada)  
 Harbor Grace Standard (Newfoundland), Proprietors of  
 Harford, Dr. C. F.  
 Harper & Brothers, Messrs.  
 Harrison, Prof. J. B., C.M.G. (British Guiana)  
 Hart, J. H. (Trinidad)  
 Hart-McHarg, Lieut. W. (Canada)  
 Hathorn, F. A. (Natal)  
 Hay, L. G.  
 Herbert, Sir Robert G. W., G.C.B.  
 Heywood & Son, Messrs. Abel  
 Hinshelwood, N. M. (Canada)  
 His Majesty's Government  
 Hobart Mercury, Proprietors of  
 Hodgins, Thomas (Canada)  
 Holmes, John (New Zealand)  
 Home and Colonial Mail, Proprietors of  
 Home and Farm (N.S.W.), Proprietors of  
 Hong Kong, Government of  
 Hong Kong Daily Press, Proprietors of  
 Hong Kong, Medical Department  
 Hong Kong Telegraph, Proprietors of  
 Houlston & Sons, Messrs.  
 Howell, H. Spencer (Canada)  
 Hughes, George  
 Hulot, Baron Etienne  
 Hurst & Blackett, Messrs.  
 Hussey & Gillingham, Messrs. (South Australia)  
 Hutcheson, John M.  
 Hutton, Major-Gen. Sir Edward T. H., K.C.M.G., C.B.  
 Hyderabad, Resident at  
 Imperial Argus, Proprietors of  
 Imperial Department of Agriculture for the West Indies (Barbados)  
 Imperial Federation (Defence) Committee  
 Imperial Institute  
 Imperial South African Association  
 India, Government of  
 India, Geological Survey of  
 India, Secretary of State for  
 Indian and Eastern Engineer, Proprietors of  
 Indian Churchman, Proprietors of  
 Institut Colonial International, Bruxelles  
 Institute for Medical Research, Federated Malay States  
 Institute of Bankers  
 Institution of Civil Engineers  
 Intercolonial Medical Journal of Australasia, Proprietors of  
 International Engineering Congress (Glasgow), 1901  
 Invention, Proprietors of  
 Irish Times, Proprietors of  
 Isbister & Co., Messrs.  
 Iseghem, André van  
 Jack, Dr. R. Logan  
 Jamaica, Government of  
 Jamaica Agricultural Society  
 Jamaica Botanical Department  
 Jamaica Church Association in England  
 Jamaica Churchman, Proprietors of  
 Jamaica Daily Telegraph, Proprietors of  
 Jamaica, Director of Public Gardens and Plantations  
 Jamaica Gleaner, Proprietors of  
 Jamaica Institute  
 Jamaica, Registrar-General  
 Jamaica Times, Proprietors of  
 Jamaica, Weather Office  
 Jameson, Dr. H. Lyster  
 Jameson, J. Walton (Natal)  
 Japan Society  
 Jeffray, R. J.  
 Jemmett, F. G. (Canada)  
 Jolly, Leslie (Tasmania)  
 Jones & Co., Messrs. W. Alfred  
 Jones, W. Herbert  
 Kalgoorlie Western Argus (Western Australia), Proprietors of  
 Kegan Paul, Trench, Trübner & Co., Messrs.  
 Kettlewell, Mrs. J. W.  
 Kew Royal Gardens, Director of  
 Kilburn Public Library  
 Kimberley Corporation  
 Kimberley Public Library  
 Kime, P. G.

- King & Sons, Messrs. P. S.  
 Knowledge, Proprietors of  
 Koloniaal Museum (Haarlem)  
 Kolonial-Wirtschaftliches Komitee  
 (Berlin)  
 Koninklijk Instituut ('s Gravenhage)  
 Krugersdorp Standard, Proprietors of  
 La Belgique Coloniale (Bruxelles),  
 Proprietors of  
 Labuan, Governor of  
 Lagden, Sir Godfrey, K.C.M.G.  
 (Transvaal)  
 Lagos, Government of  
 Lagos Standard, Proprietors of  
 Lagos Weekly Record, Proprietors of  
 Land Roll, Proprietors of  
 Lane, John  
 Lanitis, Dr. N. O. (Cyprus)  
 Lascroux, F.  
 Launceston Examiner, Proprietors of  
 Ledge, The (British Columbia), Pro-  
 prietors of  
 Ledger, Henry  
 Lee & Co., Messrs. (Bermuda)  
 Leeds Public Free Library  
 Leeward Islands, Government of  
 Lesur, Dr. Alfred (Mauritius)  
 Library Association of Australasia  
 Library of Congress, Washington,  
 U.S.A.  
 Library Syndicate (Cambridge)  
 Lingham, H. O. J. (Victoria)  
 Lippincott Co., The J. B.  
 Little, A. J. (China)  
 Liverpool Geographical Society  
 Liverpool Incorporated Chamber of  
 Commerce  
 Liverpool School of Tropical Medicine  
 London School of Economics and  
 Political Science  
 London Missionary Society  
 London Printing and Lithographing  
 Co. (Canada)  
 London Chamber of Commerce  
 Long, John  
 Longmans, Green & Co., Messrs.  
 Lovell, Sir Francis H., C.M.G.  
 Lovell & Co., Messrs. John (Canada)  
 Low, Marston & Co., Messrs. Sampson  
 Luck, Mrs.  
 Lunn, Dr. Henry S.  
 Lyttelton Times (New Zealand), Pro-  
 prietors of  
 Mackay Standard (Queensland), Pro-  
 prietors of  
 McAlpine Publishing Co. (Nova  
 Scotia)  
 McGibbon, R. D. (Canada)  
 McGill College and University  
 (Montreal)  
 MacGregor, Sir William, K.C.M.G.,  
 C.B., M.D. (Lagos)  
 McLean, R. D. Douglas (New Zealand)  
 McMillan, Robert (New South Wales)  
 Macmillan & Co., Messrs.  
 Madras Chamber of Commerce  
 Madras, Government of  
 Madras Mail, Proprietors of  
 Mager, Henri  
 Maiden, J. H. (New South Wales)  
 Mair, Charles (Canada)  
 Maitland Mercury (New South Wales),  
 Proprietors of  
 Malta Chamber of Commerce  
 Malta Chronicle, Proprietors of  
 Malta, Government of  
 Manawatu Evening Times (New  
 Zealand), Proprietors of  
 Manchester Geographical Society  
 Manchester Public Free Libraries  
 Committee  
 Manitoba, Government of  
 Manitoba, Department of Agri-  
 culture  
 Manitoba Free Press, Proprietors of  
 Manitoba Historical and Scientific  
 Society  
 Marks, Percy J. (New South Wales)  
 Marlborough & Co., Messrs. E.  
 Marshall & Son, Messrs. Horace  
 Maryborough Colonist, Proprietors of  
 Mathieson & Sons, Messrs. F. C.  
 Mauritius Chamber of Commerce  
 Mauritius, Government of  
 Melbourne Age, Proprietors of  
 Melbourne Argus, Proprietors of  
 Melbourne Leader, Proprietors of  
 Melbourne Public Library, Museum,  
 &c.  
 Melbourne Punch, Proprietors of  
 Melbourne University  
 Melville & Mullen, Messrs.  
 Mercantile Guardian, Proprietors of  
 Merchant and Shipper, Proprietors of  
 Merriman-Labor, A. B. C. (Sierra  
 Leone)  
 Midland News (Cape Colony), Pro-  
 prietors of  
 Might Directories Ltd. (Canada)  
 Miles, Henry (Canada)  
 Mills, Hon. David (Canada)  
 Military Gazette (Canada), Pro-  
 prietors of  
 Mining Journal, Proprietors of  
 Mining Record (British Columbia),  
 Proprietors of

- Miramichi Natural History Association (New Brunswick)  
 Mirror (Trinidad), Proprietors of  
 Missouri Botanical Garden (U.S.A.)  
 Mitchell Library, Glasgow  
 Moffat, A. G.  
 Molesworth, Sir Guildford L., K.C.I.E.  
 Monetary Times (Canada), Proprietors of  
 Montreal Daily Star, Proprietors of  
 Montreal Pharmaceutical Register, Proprietors of  
 Montreal Weekly Herald, Proprietors of  
 Montreal Witness, Proprietors of  
 Montserrat Herald, Proprietors of  
 Moore, Albert  
 Moorgate Publishing Co.  
 Moreau, Henri  
 Morgan, Henry J. (Canada)  
 Morgan, S. Vaughan  
 Morning Herald (Western Australia), Proprietors of  
 Moss Side Public Library, Manchester  
 Muir & Co., Messrs. Alex. (Queensland)  
 Mullins & Co., Messrs. (Sydney)  
 Murray, John  
 Musée du Congo (Bruxelles)  
 Mysore, Resident in  
 Nadaillac, Le Marquis de (Paris)  
 Napier Chamber of Commerce (New Zealand)  
 Nash, Hon. F. W. (Mauritius)  
 Nassau Guardian (Bahamas), Proprietors of  
 Natal, Government of  
 Natal, Agent-General for  
 Natal, Commissioner of Mines  
 Natal Department of Agriculture and Mines  
 Natal, General Manager of Railways  
 Natal, Geological Survey of  
 Natal Mercury, Proprietors of  
 Natal, Port Captain  
 Natal Witness, Proprietors of  
 National Association to Federalise the Northern Territory (South Australia)  
 National Geographic Society (Washington, U.S.A.)  
 National Monthly of Canada, Proprietors of  
 Navy League  
 Nederlandsche Maatschappij ter bevordering van Nijverheid  
 Negri Sembilan, British Resident at  
 Nelson Evening Mail (New Zealand), Proprietors of  
 Nelson & Sons, Messrs. T.  
 Neumann, J. O.  
 New Age Press  
 New Brunswick, Government of  
 New Brunswick, Natural History Society of  
 Newcastle Morning Herald (New South Wales), Proprietors of  
 Newfoundland, Government of  
 Newfoundland, Geological Survey of  
 Newnes, Ltd., Messrs. George  
 New South Wales, Government of  
 New South Wales Bookstall Co.  
 New South Wales Engineering Association  
 New South Wales, Agent-General for  
 New South Wales Chamber of Mines  
 New South Wales, Department of Mines and Agriculture  
 New South Wales, Geological Survey of  
 New South Wales Institute of Bankers  
 New South Wales Public Library  
 New South Wales Railway Commissioners  
 New South Wales, Royal Society of  
 New South Wales Sheep-breeders' Association  
 New Zealand, Government of  
 New Zealand, Agent-General for  
 New Zealand Department of Agriculture  
 New Zealand Department of Labour  
 New Zealand Farmer, Proprietors of  
 New Zealand Graphic, Proprietors of  
 New Zealand Herald, Proprietors of  
 New Zealand Illustrated Magazine Co.  
 New Zealand Institute  
 New Zealand Mining Journal, Proprietors of  
 New Zealand, Registrar-General of  
 New Zealand Trade Review, Proprietors of  
 New Zealand University  
 New Zealand Wheelman, Proprietors of  
 Nichols & Co., Messrs. J. L. (Canada)  
 Nicholson, Byron (Canada)  
 Norris, F. (Rhodesia)  
 North Borneo Herald, Proprietors of  
 North China Herald (Shanghai), Proprietors of  
 Northern Territory Times (S. Australia), Proprietors of  
 North Queensland Herald, Proprietors of



- North Queensland Register, Proprietors of  
 North-West Provinces and Oudh (India), Government of  
 North-West Territories of Canada, Government of  
 North-West Territories of Canada, Department of Agriculture  
 Nova Scotia, Government of  
 Nova Scotian, Proprietors of  
 Noyce, Frank  
 Oamaru Mail (New Zealand), Proprietors of  
 Obalski, J. (Canada)  
 O'Hagan, Dr. Thomas (Canada)  
 O'Halloran, J. S., C.M.G.  
 Ons Land (Cape Town), Proprietors of  
 Ontario, Government of  
 Ontario Department of Agriculture  
 Ontario Department of Crown Lands  
 Ontario, Minister of Education  
 Orange River Colony Chamber of Commerce  
 Orange River Colony, Government Secretary of  
 Oriental University Institute  
 Oronhyatekha, Dr. (Canada)  
 Orpen, J. M. (Rhodesia)  
 Otago Daily Times (New Zealand), Proprietors of  
 Otago Witness, Proprietors of  
 Ottawa Daily Citizen, Proprietors of  
 Our Western Empire, Proprietors of  
 Pahang, British Resident  
 Pampalon, Le Père Pierre  
 Parker, J. H.  
 Pastoralist's Review (Melbourne), Proprietors of  
 Patea Harbour Board (New Zealand)  
 Pearson, Ltd., Messrs. C. Arthur  
 Perak, British Resident  
 Perigoe, Harvey (Canada)  
 Perth Chamber of Commerce (Western Australia)  
 Petitot, L'Abbé Emile  
 Philadelphia Commercial Museum (U.S.A.)  
 Philip & Son, Messrs. George  
 Pinang Gazette, Proprietors of  
 Planters' & Commercial Gazette (Mauritius), Proprietors of  
 Planters' Association of Ceylon (Kandy)  
 Polynesian Society (New Zealand)  
 Port Elizabeth, Chamber of Commerce  
 Porter, Peter A. (Niagara, U.S.A.)  
 Poverty Bay Herald (New Zealand), Proprietors of  
 Prince Edward Island, Government of  
 Province, The (British Columbia), Proprietors of  
 Punjab, Government of the  
 Putnam's Sons, Messrs. G. P.  
 Quebec, Government of  
 Queen's College and University, Kingston, Canada  
 Queensland, Government of  
 Queensland, Agent-General for  
 Queensland, Collector of Customs  
 Queensland, Department of Mines  
 Queensland Grazier, Proprietors of  
 Queensland Geological Survey Department  
 Queensland Law Journal, Ltd.  
 Queensland Mercantile Gazette, Proprietors of  
 Queensland Parliamentary Library  
 Queensland, Registrar-General of  
 Queensland, Royal Society of  
 Queenslander, Proprietors of  
 Quenedey, Madam L.  
 Racey, A. G. (Canada)  
 Rands, W. H. (Queensland)  
 Raoul-Duval, Roger  
 Ray, Prithwis Chandra (India)  
 Redruth School of Mines, Cornwall  
 Reid, Walter S.  
 Religious Tract Society  
 Review of Reviews, Proprietor of  
 Review of Reviews for Australasia, Proprietors of  
 Rhodesia, Proprietors of  
 Rhodesia Advertiser, Proprietors of  
 Rhodesia Herald, Proprietors of  
 Rhodesian Chamber of Mines  
 Rhodesian Times, Proprietors of  
 Richards, T. H. Hatton (Cyprus)  
 Robertson & Co., Messrs. J. (Edinburgh)  
 Rose, Edward B.  
 Rose, H.  
 Rossland Miner (British Columbia), Proprietors of  
 Roth, H. Ling  
 Roth, Dr. Walter E. (Queensland)  
 Royal Agricultural and Commercial Society, British Guiana  
 Royal Anthropological Society of Australasia  
 Royal Asiatic Society  
 Royal Asiatic Society (Ceylon Branch)  
 Royal Asiatic Society (Straits Branch)

- Royal Commission for the Paris Exhibition  
 Royal Engineers' Institute, Chatham  
 Royal Geographical Society  
 Royal Geographical Society of Australasia (South Australian Branch)  
 Royal Geographical Society of Australasia (Queensland Branch)  
 Royal Humane Society of Australasia  
 Royal Institution  
 Royal Scottish Geographical Society  
 Royal Society  
 Royal Society of Literature  
 Royal Statistical Society  
 Royal United Service Institution  
 Russell, H. C., C.M.G. (N.S. Wales)  
 Sands & Co., Messrs.  
 Sands & McDougall Ltd., Messrs.  
 St. Bartholemew's Hospital Journal, Editor of  
 St. Christopher Advertiser, Proprietors of  
 St. George's Chronicle (Grenada), Proprietors of  
 St. Helena Guardian, Proprietors of  
 St. Lucia, Administrator of  
 St. Vincent, Administrator of  
 St. Vincent Times, Proprietors of  
 Sarawak, Government of  
 Sarrazin, H.  
 Saturday Night (Toronto), Proprietors of  
 Saunders, Dr. J. H.  
 Scarville, D. W. (Antigua)  
 Scott, l'Abbé H. A. (Canada)  
 Selangor, British Resident at  
 Senior, Bernard (Cyprus)  
 Sentry (St. Vincent), Proprietors of  
 Seychelles, Government of  
 Sierra Leone, Government of  
 Sierra Leone Weekly News, Proprietors of  
 Simpkin, Marshall, Hamilton, Kent, & Co., Messrs.  
 Singapore Chamber of Commerce  
 Singapore Free Press, Proprietors of  
 Smily, F. (Canada)  
 Smith, J. W. (Canada)  
 Smith, Samuel, M.P.  
 Smithsonian Institution (Washington, U.S.A.)  
 Società Geografica Maltese  
 Società Italiana d'Esplorazione Geografica e Commerciale (Milan)  
 Société d'Etudes Coloniales (Bruxelles)  
 Société Géographie Commerciale (Paris)  
 Society of Arts  
 Society of Comparative Legislation  
 Society of Patent Agents  
 Somerset Budget (Cape Colony), Proprietors of  
 Sonnenschein & Co., Messrs. Swan  
 South Africa, Proprietors of  
 South African Illustrated Magazine, Proprietors of  
 South African Jewish Chronicle, Proprietors of  
 South African Law Journal, Proprietors of  
 South African News (Cape Town), Proprietors of  
 South African Philosophical Society  
 South African Review, Proprietors of  
 South African Year Book, Proprietors of  
 South Australia, Government of  
 South Australia, Agent-General for  
 South Australia, Government Astro-nomer  
 South Australia Railways, Commissioner of  
 South Australia, Royal Society of  
 South Australian Advertiser, Proprietors of  
 South Australian Public Library, Museum, &c.  
 South Australian Register, Proprietors of  
 South Australian School of Mines and Industries  
 Southern Nigeria, Government of  
 Southland Times (New Zealand), Proprietors of  
 Squires, W. H.  
 Stanford, Edward  
 Star (Johannesburg), Proprietors of  
 Stead, W. T.  
 Sterns-Fadelle, F. (Dominica)  
 Stirling's and Glasgow Public Library  
 Stokes, C. E. (Western Australia)  
 Straits Settlements, Government of  
 Straits Times, Proprietors of  
 Street & Co., Messrs. G.  
 Strong, Dr. W. H. (Rhodesia)  
 Sugar Journal and Tropical Cultivator (Queensland), Proprietors of  
 Sun (New Brunswick), Proprietors of  
 Surveyor, Proprietors of  
 Sydney Daily Telegraph, Proprietors of  
 Sydney Mail, Proprietors of  
 Sydney Morning Herald, Proprietors of

- Sydney Stock and Station Journal, Proprietors of  
 Sydney Trade Review, Proprietors of  
 Sydney University  
 Sylvain, L. Philippe (Canada)  
 Symons's Meteorological Magazine, Editor of  
 Table Talk (Melbourne), Proprietors of  
 Tarté, Miss  
 Tasmania, Government of  
 Tasmania, Agent-General for  
 Tasmania, General Manager of Railways  
 Tasmania, Government Statistician  
 Tasmanian Mail, Proprietors of  
 Theal, Dr. G. McCall  
 Thomas & Co., Messrs. W. K. (South Australia)  
 Timaru Herald, Proprietors of  
 Timber Trades Journal, Proprietors of  
 Times of Ceylon, Proprietors of  
 Times of Natal, Proprietors of  
 Toronto Globe, Proprietors of  
 Toronto Public Library (Canada)  
 Toronto University (Canada)  
 Torres Strait Pilot, Proprietors of  
 Toynbee, Captain Henry  
 Trade Budget (British Columbia), Proprietors of  
 Tramway and Railway World, Proprietors of  
 Transvaal Critic, Proprietors of  
 Transvaal, Government of the  
 Transvaal, Geological Survey of the  
 Trinidad, Government of  
 Trinidad, Agricultural Society  
 Trinidad, Botanical Department  
 Tropical Agriculturist (Ceylon), Proprietors of  
 Turks and Caicos Islands, The Commissioner  
 Tyneside Geographical Society  
 Umtata Herald (Cape Colony), Proprietors of  
 Union Coloniale Française (Paris)  
 United Provinces of Agra and Oudh (India), Government of  
 "United Australia" Magazine Co.  
 United Service Gazette, Proprietors of  
 United States Department of Agriculture  
 United States, Department of State  
 University of Oxford School of Geography  
 Unwin, T. Fisher  
 Vacher & Sons, Messrs.  
 Vancouver Board of Trade (British Columbia)  
 Vaughan, J. D. W. (Fiji)  
 Victoria, Government of  
 Victoria Colonist (British Columbia), Proprietors of  
 Victoria, Department of Agriculture  
 Victoria, Government Statist  
 Victoria Institute  
 Victoria Medical Board  
 Victoria, Mining Representative for  
 Victoria, Pharmacy Board of  
 Victoria Public Library, Western Australia  
 Victoria, Royal Society of  
 Victoria Times (British Columbia), Proprietors of  
 Victoria University (Canada)  
 Voice (St. Lucia), Proprietors of  
 Waghorn, J. R. (Winnipeg)  
 Waimate Times (New Zealand), Proprietors of  
 Wairoa Guardian (New Zealand), Proprietors of  
 Walker, W. S.  
 Wanganui Herald (New Zealand), Proprietors of  
 Ward, Lock & Co., Messrs.  
 War Office  
 Warren, Lieut.-Gen. Sir Charles, G.C.M.G., K.C.B.  
 Watson & Co., Messrs. W.  
 Watson, Thomas (Canada)  
 Way, Rt. Hon. Sir Samuel J., Bart. (South Australia)  
 Weddel & Co., Messrs. W.  
 Weedon, Warren (Queensland)  
 Weekly Columbian (British Columbia), Proprietors of  
 Weekly Courier (Launceston, Tasmania), Proprietors of  
 Weekly News (British Columbia), Proprietors of  
 Weekly Official Intelligence, Proprietors of  
 Weekly Record (Taranaki, N.Z.), Proprietors of  
 Weekly Recorder (Barbados), Proprietors of  
 Wellington Harbour Board (New Zealand)  
 West Africa, Proprietors of  
 West African News, Proprietors of  
 West Australian, Proprietors of  
 Western Australia, Government of  
 Western Australia, Agent-General for  
 Western Australia, Department of Agriculture

Western Australia, Department of Mines	Witherby & Co., Messrs.
Western Australia, Engineer-in-Chief	Woodhouse, Messrs. C. M. & C.
Western Australia, Geological Survey	Woodville Examiner (New Zealand),
Western Mail (Western Australia),	Proprietors of
Proprietors of	Wragge, Clement L. (Queensland)
Western Pacific Herald (Fiji), Pro-	Wynberg Times, Proprietors of
prietors of	Year Book of Australia Publishing
West India Committee	Co.
Westminster Public Libraries	Yeoman (Wanganui, N.Z.), Pro-
Whitaker, W.	prietors of
White, James (Canada)	Yon, J. G. (Canada)
Wicking, H.	Youmans, Miss Harriet P. (Canada)
Willcocks, W., C.M.G. (Egypt)	Young, Egerton R. (Canada)
Wilson & Mackinnon, Messrs. (Vic-	Young, His Honour W. Douglas
toria)	(Turks and Caicos Islands)
Windsor Public Library (Canada)	Young, Sir Frederick, K.C.M.G.
Winslow, Francis E.	Young, James (Canada)
	Zanzibar Agricultural Society

#### ADDITIONS TO THE LIBRARY DURING THE YEAR 1902.

Mode of Acquisition	Volumes	Pamphlets, &c.	Newspapers, &c.	Maps	Photographs, &c.
Donations.....	1,311	1,867	11,402	62	135
Purchase .....	434	397	28,508	—	52
Total	1,745	2,264	39,910	62	187

The Council are indebted to the Peninsular and Oriental Steam Navigation Company, the Union-Castle Mail Steamship Company, and the Royal Mail Steam Packet Company for their assistance in the distribution of the "Proceedings" of the Institute in various parts of the world.

The Hon. Treasurer (Sir MONTAGU F. OMMANNEY, K.C.B., K.C.M.G.): It devolves on me, in my capacity of Hon. Treasurer, to explain to you the accounts which are attached to the report of your Council. A few years ago, on the occasion of one of these annual meetings, I was rash enough to hazard an expression of opinion that the Royal Colonial Institute had then reached what I considered to be the high-water mark of its prosperity—not that I anticipated in succeeding years we should witness any considerable decrease of income or of numbers, but it seemed probable we had then reached that normal condition which is common to other similarly well-managed and prosperous institutions, and that in future years our accretions would probably about balance with our losses. I am glad that the old adage which says "Never prophesy unless you know" has once more been verified, for I am fortunate

enough to-day to be able to congratulate the Council and Fellows upon the fact that the year 1902 has been in every respect a record year. Your income has reached the very substantial figure of over £8,000—a figure which exceeds that of any preceding year, and which is larger than that of last year by nearly £900—while the number of your Fellows is also greater than ever before. If you will glance at the column of figures in the report, I think you will agree with me that they are a record, not only of very rapid and very material progress, but also of progress which has been remarkably continuous and well sustained, and that they are also evidence of the most incontrovertible character of the admirable work which the Institute has accomplished; of the increased and increasing hold it has obtained on the public, not only in this country, but throughout the whole of His Majesty's Dominions; of the extent to which the Imperial and patriotic hopes and aspirations of the founders of the Institute have been realised; and of the great success which has attended the constant efforts of your Council to attain the high ideals with which the Institute was started. I think also that the statement of assets and liabilities will perhaps be no less satisfactory to you, for it shows a very comfortable and creditable balance in favour of assets of no less than £52,226. You may accept this balance with the greater confidence because, apart altogether from the certificate of your auditors, which is itself a sufficient assurance, I am able to tell you that the balance has been arrived at after estimating most fully and carefully all your liabilities, and certainly not after over-estimating your assets. The principal item of your assets is undoubtedly this building and freehold, and in this estimate of assets no credit whatever has been taken for any accrued increment in its value. I do not propose to refer to the details of the statement of receipts and expenditure, because, apart from the general questions to which I have ventured to invite your attention, there is really nothing which calls for special notice. I will only add that I trust that in future years your Hon. Treasurer, whether it be myself or my successor in this office, which I esteem it so great an honour and distinction to hold, may be not less fortunate than I have been in presenting year by year a really satisfactory statement of the financial position of the Institute.

The CHAIRMAN: Before moving the adoption of the report and statement of accounts, I desire to make just a few remarks upon some events which are referred to in the Annual Report. First and foremost I must refer to the Coronation of our beloved

Sovereign and of our gracious Queen, which followed on the anxious time we have passed in consequence of the very severe illness of His Majesty. I do not think any event of the kind ever has evoked a greater manifestation of loyalty on the part not only of the people of these islands, but of representatives from all parts of the Empire, an Empire which, as we know, is much larger than that which existed when our late beloved Queen was crowned in 1838. The ceremonies which took place on January 1 at Delhi also gave the opportunity for a display of intense loyalty on the part of the representatives of some 800,000,000 of His Majesty's subjects, and at the same time a display of Oriental magnificence such as I suppose has never before been witnessed. Another great event of the year was the termination of the South African war, a war which had given us great anxiety. It cost the blood of many of our fellow-countrymen, and has involved an enormous expenditure. It was a source of rejoicing to us when the war was brought to an end, and I am sure that we all hope that the splendid exertions—I may call them so—which Mr. Chamberlain is making in South Africa may tend to bring about not only a lasting peace, but great prosperity and advancement to the various races that inhabit our portion of South Africa. The South African war afforded great opportunity for the display of the loyalty—the active loyalty—of our fellow-subjects in, I may say, all parts of the Empire. The conduct of our troops under great privations and difficulties certainly was magnificent. But we are all glad, as I have said, the war is now at an end, and we hope there will be no more war in that part of the world for a long time to come. The Coronation afforded opportunity for the important Conference of Colonial Premiers. We may hope these Conferences will lead to good results, and that they may take place at not very infrequent intervals. The completion of the all-British Pacific cable is, I think, a matter for congratulation; so, I venture to think, is the affirmation of the Sugar Convention made at Brussels, which, we trust, will lead to the abolition of the bounties in nearly all parts of the world. I might say a great deal more, but I have only just come from the War Commission, where day by day we are engaged in hearing most important evidence, and I have scarcely had time to prepare my remarks. I am sorry to say no progress has been made in one matter in which this Institute has taken great interest. I mean the abolition of the double income-tax, which falls on some citizens of this Empire; but you may be quite certain that the matter will be watched by the Colonial Institute, and, when any

opportunity occurs, we shall do all we can to help those who are suffering from the grievance. Financially, and in other ways, this Institute is prospering. We are adding greatly to our library. References on all subjects are constantly being made to the Institute, and I may say generally that the influence and usefulness of the Institute are certainly not diminishing. I now move the adoption of the report and accounts.

Mr. W. S. SEBRIGHT GREEN seconded the motion.

Sir FREDRICK YOUNG, K.C.M.G.: As one of the few surviving founders of the Institute I may be allowed to congratulate the members on this being one of the most prosperous years we have ever had. This Institute, which was founded, as we all know, for an Imperial object, has up to this time amply fulfilled the hopes of its most devoted supporters. We cannot fail to notice the estimation in which the Institute is held, not only in this country, but all over the Empire, and if the policy is pursued in the future which has been pursued in the past, we can scarcely realise the great things which may lie before us. It is most gratifying to be able to acknowledge the manner in which we have been seconded in our efforts by everyone connected with us.

Mr. FREDERICK DUTTON: I should like to interpolate one or two words on the question of the double income-tax, a question to which I personally gave some attention a little while ago. The conclusion the Council came to on the last occasion we presented a memorial to the Chancellor of the Exchequer, on which occasion we received what was, at all events, a carefully considered reply, was that one great thing that would help us in moving further in the matter would be a really strong wave of public opinion on the subject. There is nothing moves a Government so much as public opinion, and when any large section of the public has really firmly fixed in their minds that a particular form of taxation is unjust and is resented as such, you are able to do more with the Government by that form of argument than by anything else. That is really very much our position. We get a letter occasionally from one of our Fellows grumbling at the imposition of double income-tax, but you must be really able to show there is a large undoubted public grievance before you can reasonably expect any Government to stir in a matter of that kind. We have to bear in mind the present financial condition of the country. The country has recently been going through a very severe strain on its financial resources consequent on the war in South Africa, and the Government of the day have to make arrangements for the constant demands on the public

revenue for the navy, army, and other services. Thus the present is not, perhaps, a very opportune time for taking action in the matter. Moreover, the general income-tax is at a somewhat high figure, and until some reduction of that tax has been brought about I see no chance of our being able to move in this matter with much prospect of success. But although the present may not be an opportune moment, I may remind the Fellows that we may always be preparing a better case to present than we had perhaps on the last occasion, by which I mean, not a better case in the ordinary form of technical argument, but in the sense of being able to show there is that volume of public opinion which really demands that the subject should receive attention from the Government of the day. Waves of public opinion sometimes spring up suddenly, but, as a rule, they are of gradual growth. It is well therefore to make use of the intervening period, and in this respect the Fellows can help us by bringing forward the subject on every possible occasion and showing that the question is one not of limited, but of general importance. When we laid this matter before the Chancellor of the Exchequer we were reminded that the loss to the Imperial revenue was estimated at no less than £500,000, a sum which of course could not be lightly given up, and which would have to be made good in other ways. This is really therefore a somewhat large question, and I think the way to secure a proper recognition of our demand at a perhaps not distant date is on the lines I have indicated.

Mr. G. BEETHAM: While I agree with Mr. Dutton that the existence of this tax is a serious grievance—I myself am one of the sufferers—I cannot quite concur that this is not an opportune time for pressing the matter home. We are told the sum involved is about £500,000. A great deal is said at the present time about the Colonies not contributing their due share towards Imperial expenditure, but I think that is an item that may fairly be set down to our credit. It is a fundamental part of the British constitution, as I have always understood, that taxation and representation should go together. It so happens that, although I have been in England now for four years, I have never been in one place long enough to secure a vote. Colonists in England only six months have to pay the tax without any possibility of becoming electors, so that there is the strongest reason, I think, why I and others should not have been taxed under the circumstances and be called upon to pay the double tax. I do not say that at the present moment, when Imperial expenditure is so heavy, one can unduly force this matter on the attention of the Government, but I do think there should be



some concessions—a reduction of the tax even by the half would be something. At all events we should try to keep the question alive, and I am glad to think the Council will continue to keep the matter steadily in view. Turning to another matter, we are engaged at the present moment in the election of new Councillors. I do not wish in any way to find fault with the nominations made by the Council—in fact I have voted for them with pleasure—but it seems to me that if members outside the Council wish to propose new members they have only a very inefficient opportunity of doing so, and that is at this Meeting. They may send in recommendations or notices, but I am not aware what time, if any, is given for that purpose, or whether the notices or nominations from the members would be sent out to the Fellows for consideration before the Annual Meeting when the ballot takes place.

The SECRETARY read Rules 5, 6, and 7 and a footnote to the form of Balloting List in the appendix prescribed by Rule 61.

Dr. R. LOGAN JACK asked whether members could record their votes through the post.

The CHAIRMAN replied that there was no rule to that effect.

Sir FREDERICK YOUNG reminded Mr. Beetham that the balloting sheet was sent out with the report.

Mr. BEETHAM: I am quite aware that nominations by the Council are sent out with the report, and that there is plenty of time to consider them, but do I understand that in case nominations were made by members outside the Council that these also, if sent to the Council while those proposals for nomination were being considered, would be issued with the report?

Sir FREDERICK YOUNG: I think we should require some new rule to give the opportunity suggested. Of course, that could not be done to-day.

The CHAIRMAN: I for one should be glad if some alteration were made. As the rules stand there is a difficulty in the matter, and I should be glad to see it made more easy.

Mr. J. GOODLIFFE, as an old member of the Institute, wished to express his hearty appreciation of the work done by the Council. He suggested that they be requested to take into consideration the point raised by Mr. Beetham.

The report and statement of accounts were adopted.

The CHAIRMAN announced the result of the ballot as follows:—

*President.*

HIS ROYAL HIGHNESS THE PRINCE OF WALES, K.G., G.C.M.G.

*Vice-Presidents.*

H.R.H. PRINCE CHRISTIAN, K.G., G.C.V.O.	EARL OF ONSLOW, G.C.M.G.
DUKE OF ARGYLL, K.T., G.C.M.G., G.C.V.O.	EARL OF ROSEBERRY, K.G., K.T.
DUKE OF DEVONSHIRE, K.G.	LORD BRASSEY, K.C.B.
MARQUESS OF LINLITHGOW, K.T., G.C.M.G., G.C.V.O.	LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.
EARL OF ABERDEEN, G.C.M.G.	SIR CHARLES NICHOLSON, BART.
EARL OF CRANBROOK, G.C.S.I.	SIR HENRY E. G. BULWER, G.C.M.G.
EARL OF DUNRAVEN, K.P., C.M.G.	SIR ROBERT G. W. HERBERT, G.C.B.
EARL GREY	FIELD-MARSHAL SIR HENRY W. NORMAN, G.C.B., G.C.M.G., C.I.E.
EARL OF JERSEY, G.C.B., G.C.M.G.	SIR JAMES A. YOUL, K.C.M.G.
	SIR FREDERICK YOUNG, K.C.M.G.

*Councillors.*

ADMIRAL SIR NATHANIEL BOWDEN- SMITH, K.C.B.	WILLIAM KESWICK, ESQ., M.P.
THE HON. THOMAS A. BRASSEY.	HON. HENRY B. LEFROY.
ALLAN CAMPBELL, ESQ.	LIEUT.-GENERAL R. W. LOWRY, C.B.
F. H. DANGAR, ESQ.	SIR NEVILLE LUBBOCK, K.C.M.G.
FREDERICK DUTTON, ESQ.	SIR GEORGE S. MACKENZIE, K.C.M.G., C.B.
LIEUT.-GENERAL SIR J. BEVAN EDWARDS, K.C.M.G., C.B.	S. VAUGHAN MORGAN, ESQ.
T. E. FULLER, ESQ.	SIR E. MONTAGUE NELSON, K.C.M.G.
SIR JAMES GARRICK, K.C.M.G.	SIR WESTBY B. PERCEVAL, K.C.M.G.
RIGHT HON. SIR GEORGE TAUBMAN GOLDIE, K.C.M.G.	MAJOR-GENERAL C. W. ROBINSON, C.B.
MAJOR-GENERAL SIR HENRY GREEN, K.C.S.I., C.B.	SIR CECIL CLEMENTI SMITH, G.C.M.G.
SIR HUBERT E. H. JERNINGHAM, K.C.M.G.	SIR CHARLES E. F. STIRLING, BART.
	SIR DAVID TENNANT, K.C.M.G.
	HON. JOHN TUDHOPE

*Honorary Treasurer.*

SIR MONTAGU F. OMMANNEY, K.C.B., K.C.M.G.

Sir JAMES F. GARRICK, K.C.M.G.: I beg to move—"That the thanks of the Meeting be given to the Honorary Treasurer, Sir Montagu F. Ommanney, K.C.B., K.C.M.G.; the Honorary Corresponding Secretaries in the various Colonies; and the Honorary Auditors, Mr. F. H. Dangar and Mr. H. F. Billinghamurst, for their services during the past year." I think you will all agree that this Institute is fortunate in having as Honorary Treasurer a gentleman holding so important and distinguished a position as Sir Montagu Ommanney does. You would gather from the observations he made to-day how great is the interest he takes in the welfare of the Institute, and how ready at all times he is to do anything he can to promote its welfare. As regards our Corresponding Secretaries,

you will agree we are deeply indebted to them also. Seeing how wide is the scope of the operations of this Institute, embracing as they do all parts of the Empire, you will see how desirable it is we should have in these posts gentlemen of influence and knowledge, who are able to make known to those about them the uses and purposes of this Institute. In reference to the Honorary Auditors, I need not say a word about Mr. Dangar, who has for many years given his services usefully and willingly. Mr. Billingham is new to office, but not new at all in the interest he takes in the Institute, and I am sure he will render to us useful service.

The motion was seconded by Mr. G. Beetham and agreed to.

Mr. F. H. DANGAR : I beg to thank you on behalf of Mr. Billingham and for myself, as your Honorary Auditors, for the vote which you have been good enough to pass. After the very lucid statement which has just been made to you by our Honorary Treasurer, Sir Montagu Ommanney, it is not necessary for me to go into any details, as he has so fully dealt with them. I wish, however, to call your attention to the item of outstanding subscriptions on the Assets side of the account amounting to £987 19s. 0d., and which are estimated to produce £246 19s. 9d. In this connection I may say that we received £55 in excess of the estimate in the account for last year. Many of our subscriptions, as you are aware, come from distant parts of the world, and we have to entrust their collection to our Honorary Corresponding Secretaries. The accounts as usual were placed before the Honorary Auditors in a most complete manner, and every information and assistance were readily afforded by the staff of the Institute.

Mr. T. R. CLOUGHER (Canada) moved : " That the thanks of the Fellows be accorded to the Council for their services to the Institute during the past year, and to the Chairman of this Meeting for presiding." It reflects great credit on the Council and officers of this Institute that they should have been able to bring about the gratifying state of things disclosed by the statement of the Honorary Treasurer. When we consider who the members of the Council are, and the many demands that must be made on the time of most of them, I cannot but feel that we owe them a deep debt of gratitude. For twenty-five years I have lived in Canada, and looking at the matter from a distance I can perhaps the better appreciate the work done by this Institute and its Council.

Mr. W. W. CLARKE : As an Australian I have pleasure in seconding the motion, and as a young member of the Institute I may be allowed to acknowledge the courtesy I always receive here,

and also the completeness of the information I have obtained. The Council with the Executive officers are to be complimented upon their able administration, and I trust the Institute will go on prospering and continue to prosper.

The motion was agreed to.

In responding, the CHAIRMAN said the thanks of the Fellows were also due to the able Secretary, the Chief Clerk, the Librarian, and all the other officers of the Institute.

This concluded the business of the Meeting.

## SOUTH AFRICAN WAR MEMORIAL.

A MEMORIAL TABLET of "Latten Metal," on which is engraved the motto and badge of the Royal Colonial Institute, and, within a laurel border, the names of sixteen Fellows who lost their lives during the South African campaign of 1899-1902, has been placed in the entrance hall of the Institute building in Northumberland Avenue, and was unveiled by Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., a Vice-President, on February 17, 1903. The work was carried out by Messrs. Jones and Willis, of 43 Great Russell Street, under the direction of the Council, and the inscription on the tablet, which measures about thirty by twenty-four inches, reads as follows :

### ROYAL COLONIAL INSTITUTE.

TO THE HONOURED MEMORY OF FELLOWS OF THE INSTITUTE WHO  
LAID DOWN THEIR LIVES DURING THE SOUTH AFRICAN CAMPAIGN,  
1899-1902, IN THE CAUSE OF A "UNITED EMPIRE."

Captain The Earl of AVA, Staff.

Major T. R. DODD, Railway Pioneer Corps.

G. J. HUGMAN EADY, Loch's Horse.

Capt. W. C. C. ERSKINE, Field Intelligence Department.

Capt. J. C. KNAPP, Imperial Light Horse, Natal.

Lieut.-Col. D. TYRRE LAING, Commander-in-Chief's Body Guard.

W. H. LONGDEN, Imperial Light Horse, Natal.

Lieut. H. L. MOURILLYAN, Royal Warwickshire Regt.

Lieut. J. E. REES, Western Light Horse, Rhodesia.

Major M. W. ROBERTSON, C.M.G., Cape Mounted Rifles.

Lieut. A. A. STANTON, Commander-in-Chief's Body Guard.

Major C. E. TAUNTON, Natal Carbineers.

A. H. THOMAS, Ceylon Mounted Infantry.

Surgeon-Capt. J. T. TOLL, First South Australian Contingent.

Surgeon-Capt. F. WELLFORD (Straits Settlements), Imperial Yeomanry.

Capt. F. S. WHITAKER, Roberts's Horse.

Field-Marshal Sir HENRY NORMAN, G.C.B., G.C.M.B., C.I.E., said : In the Annual Report of this Institute you are told that the Council had arranged to place a tablet in the Hall of the Institute to the memory of sixteen Fellows who had laid down their lives during the South African war in the cause of a "United Empire," a cause which the Royal Colonial Institute has always had much at heart. Various suggestions have come before us during the last three years for a national memorial to those who fell in the war, but no such general proposal has taken any tangible shape. Many local memorials have, however, been projected and completed in different parts of the Empire. It seemed proper therefore to us that some sort of memorial of those Fellows who died during the war, or in immediate consequence of the war, should be put up by the Colonial Institute, and the tablet which I shall presently unveil is the result. We revere the memory of these colleagues,—gentlemen, who, as you will see, came from various parts of the King's dominions, all of them devoted and loyal subjects, willing to serve, and, if need be, to die, in the cause of the Empire. It is of interest to note that a corps to which one of these gentlemen belonged—namely, Loch's Horse—was raised practically in this Institute, and was named after one of our respected colleagues, Lord Loch, now dead. Of the gentlemen whose names are recorded on the tablet, eight were killed in action, two died of wounds, one died from an accident, and five from enteric fever. All honour to their memory, which will ever be cherished by the Fellows of the Royal Colonial Institute and their loyal fellow-countrymen.

Sir HENRY NORMAN then unveiled the tablet, and read the inscription. He added : The space in which the tablet is enclosed is rather limited, but I desire to assure not only the relations and friends of those whose memory we thus honour, but also the public generally, that on presentation of their cards we shall be very pleased to give them access to this memorial, which we have reverently placed in this hall.

## FIFTH ORDINARY GENERAL MEETING.

The Fifth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, March 10, 1903, when a Paper on "Australia and Naval Defence" was read by Senator Matheson.

The Right Hon. the Earl of Aberdeen, G.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 27 Fellows had been elected, viz. 5 Resident, 22 Non-Resident.

### Resident Fellows :—

*Lieut. Lionel H. Horder, R.N., Lieut.-Colonel Andrew M. Jackson, Wm. Clark Muir, A. L. Stewart, Charles H. Wren.*

### Non-Resident Fellows :—

*His Honour Chief Justice Sir Henry Bales, K.C.M.G. (Natal), Thomas A. Ball (British North Borneo), J. A. Bam, Jun. (Cape Colony), Edgar J. Brown, M.B., B.S. (Victoria), John Reid Burt (New Zealand), Charles W. Busk (British Columbia), Wm. Butler-Wright (Lagos), Charles Cowen, Sen. (Transvaal), Walter K. Duncombe (Bahamas), Capt. Hubert E. Eves, J.P. (Jamaica), Christian A. Heussler (Queensland), Arthur G. Hubbard (Lagos), C. Hutchings (Fiji), John W. Kettlewell (New South Wales), Frederick W. Mills (Natal), Frederick Murray, M.B., C.M. (Cape Colony), Capt. Llewellyn J. Phillips (Transvaal), John Strachan (Rhodesia), J. Susskind (Transvaal), Philip Wales (Southern Nigeria), John N. Wardrop (British North Borneo), Edward Fondi Wright (New Zealand).*

It was also announced that Donations to the Library of books, maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN called upon Senator Matheson to read his Paper on—

## AUSTRALIA AND NAVAL DEFENCE.

"ALL defence—whether it is purely defensive or whether it is of the offensive-defensive character—ought to be based on some intelligent appreciation of the power of the adversaries to be faced; and if those

adversaries cannot be exactly defined, then it must be founded on the actual strength or the probable action of those who may be adversaries." *Morning Post* Leading Article, February 17, 1908.

BEFORE proceeding to the subject of my Paper, I should like to explain how it is I stand before you to-night prepared to lecture on Australian Naval Defence. My first impulse, when it was proposed that I should do so, was to decline emphatically, and I pointed out that the room would be full of professional naval and military men, all prepared to unite in destroying the civilian and his theories, however much they might differ among themselves. The reply was that hitherto the Fellows of the Royal Colonial Institute had only had the professional view put before them; that it would be of some interest to even the professionals to listen to a statement of the case as it strikes the politician and business man; that the "Journal" of the Institute had a large circulation throughout His Majesty's dominions; and that, by removing any misapprehensions as to her attitude, I could help materially to justify Australia in the eyes of her sister Colonies; and, in short, as another friend said, it was my duty to take advantage of the opportunity. Probably the public hardly realise the extent of accurate knowledge that is expected of a legislator in Australia. No matter what he may be by profession, he is expected by his constituents to master and speak intelligently on every subject with which Parliament has to deal; nothing is too small for his attention, and no subject too great; he must be acquainted with the ins and outs of every trade within the Commonwealth to regulate the Customs tariff; he must be prepared with all the assurance that he can to argue points of law with Mr. Deakin or Senator O'Connor; to contest the principles of political economy with Sir William Lyne; and, finally, to discuss points of war and naval and military defence with Sir John Forrest. It is under such circumstances as these that I have been obliged to study the question of Australian Naval Defence from any sources of information at my disposal. My views have been formed after most careful consideration of what has been written on the subject generally by recent authorities, but, as is only natural, with special consideration for what appear to me to be the reasonable national aspirations of the country I have the honour to represent. I submit my views with the greatest diffidence, and at the conclusion I shall welcome the most caustic criticism, as I recognise that my personal profit will be the opportunity I shall have of modifying

my views before I express them in the Senate, if I find they need modification.

My Paper, then, must not be taken as in any sense a lecture on defence, but rather as a statement of the various considerations that lead a large number of the inhabitants of Australia to hold the views we do on this important question; and perhaps I had better commence by explaining how it is that the question of naval defence has recently come to the front as one of considerable public interest, both in Australia and here in England.

#### CAUSE OF CONTROVERSY.

Last year the Premiers of the self-governing Colonies were in London enjoying the Coronation festivities, and Mr. Chamberlain took advantage of their visit to hold a Conference, at which, among other topics, those of the military and naval defence of the Empire were discussed, with the result that Sir Edmund Barton undertook, on behalf of his Ministry, to submit to the Commonwealth Parliament a proposal that the existing subsidy of £106,000, paid annually by Australia towards the upkeep of a separate squadron for the protection of floating trade in Australasian waters, should be increased by £94,000, to £200,000 in all. This by no means represented the original views of the Admiralty, who had proposed £390,000, but was the maximum sum for which Sir Edmund Barton cared to accept any responsibility. The Admiralty also sought to have the whole subsidy diverted from the maintenance of the squadron for trade protection to that of a squadron of the British fleet, and therefore required an alteration in one of the principal clauses of the existing agreement, under which the Australian Colonies in the past, and the Federal Government as their present representative, exercised a control over the movements of the subsidised squadron. They laid papers before the Conference in support of their contention that the real defence of Australia in time of war might be found in offensive operations carried on by the British fleet in waters thousands of miles from Australia; and a memorandum, dated March 15, 1902, addressed by Sir John Forrest to Sir Edmund Barton, strongly supporting this view, was also circulated, and appears in the official report of the proceedings of the Conference, though it is now understood that the paper in question was a confidential one, and not intended for publication. The greatest secrecy was observed in Australia as to these negotiations. Questions asked by myself and others in the Senate and



House of Representatives after the Conference had broken up elicited the reply that the Government were fully informed as to what had been agreed to, but did not propose to inform Parliament, and eventually both Houses adjourned in October 1902. Shortly afterwards Sir Edmund Barton and Sir John Forrest arrived in Australia, and the proceedings of the Conference became public property. Sir John Forrest's memorandum was received with almost universal disapproval, and the proposal to increase the annual subsidy while dispensing with all Federal control, though receiving a very guarded support from a small section of the Press, was on the whole condemned. "The Age," a Melbourne newspaper, published some excellent articles and letters on the subject from the Australian point of view; and these being commented on unfavourably in England by the "Times" and by certain rather dictatorial writers, mostly styling themselves Imperialists, a controversy ensued, as a result of which I received the invitation from your Council to address you to-night.

The position, put briefly, is as follows. The Admiralty and these Imperialists claim—

1. That the British fleet, controlled by the British Admiralty, and cruising in every sea, provides the only form of naval defence on which Australia should depend, or to which she should contribute.

2. That local naval defence must be considered a thing of the past.

3. That, therefore, no squadron or ships of the British fleet should necessarily be retained in Australian waters in time of war to protect floating trade.

4. That a squadron or fleet of Australian-owned ships for the defence of floating trade would be an absurdity.

5. That the necessity for providing for the naval defence of Australia (included with the other Colonies) is an "intolerable and unnatural burden" on the British taxpayer; "an inordinate sacrifice," which cannot continue.

6. That, under these circumstances, Australia should increase its subsidy to the British Navy, and that the amount of the payment should be a "due proportion," calculated on a basis either of the white populations of Great Britain and the self-governing Colonies, or of their respective volumes of trade.

Australia, on the other hand, while fully admitting the benefit she will derive in time of war from the offensive operations of the British fleet in foreign waters, maintains—

1. That the British fleet cannot safely be treated or considered as her sole line of defence.

2. That local naval defence is no more a thing of the past for her than it is for England, Cochin China, or the United States.

3. That for efficient defence of floating trade a squadron of cruisers operating in local waters is essential.

4. That, admitting the inadvisability of placing any restriction on the movements of the British fleet, or squadron, an Australian-owned squadron for local defence is the only alternative.

5. That the benefit she derives from the operations of the British fleet is practically accidental, arising from the necessary protection of purely British shipping and commerce, and she denies emphatically that the British ratepayers' burden could be reduced one penny if there was no Australia to defend to-morrow.

6. That her duty to the Empire is to provide to the best of her ability for the security of her coast and ports; the naval base from which the British fleet in Australasian waters will carry on offensive operations against an enemy. That she can see no reason why, on a population basis, the coloured races in the British Empire, from whose protection Great Britain derives great trade advantages, should be omitted. And in respect to the volume of trade basis, that in time of war it is the mercantile navy that requires protection, not the commerce; that, for instance, wool from the Argentine in British ships would require British protection, though by classification it would be foreign commerce, while wool from Australia in, say, German or French ships would pass free, and require no protection, though classified as Australia's commerce with foreign countries.

I shall have no time to-night to deal with numbers 5 and 6. They would require a paper to themselves, and can, moreover, only be logically discussed in connection with some scheme of Imperial Federation by which Imperial burdens and Imperial responsibility would be equitably apportioned, and no such scheme has at present been submitted for discussion by the British Government. I propose, therefore, to confine myself to the first four problems, and to deal with them step by step, my object being to convince you that a small fleet of ships for the local defence of floating trade is essential at the present moment, and will remain so in the future, and that the aspiration of Australians to have a small navy of their own for the purpose is a natural one.

## AREA TO BE DEFENDED.

In the first place, then, Australia, as you know, is a large continent with a coast-line of, roughly speaking, 8,850 miles. The island of Tasmania lies at its southern extremity; Thursday Island, in the Torres Straits, at its northern extremity; and to the north-east the Federal territory of British New Guinea, which has but recently been handed over to the Commonwealth by the Colonial Office, and consists of about 88,000 square miles of tropical country, or about one-third of the island of New Guinea; the other two-thirds being owned in about equal proportions by Germany and Holland. From a defence point of view the coast is fortunately, very uninviting, while the principal harbours are already fortified, though for the most part inefficiently. We have for some time been able to boast of two Federal forts, the cost of maintaining which was defrayed by assessments on the Colonies prior to federation, but is, of course, now borne by the Federal Government. One of these—Thursday Island—lies in the Torres Straits, a channel about seventy miles wide separating New Guinea from Queensland, but obstructed throughout its whole width by numbers of islands and sunken reefs, through which navigation is extremely dangerous. Running south from this channel, and extending for about 1,300 miles from New Guinea along the coast of Queensland, lies the Great Barrier Reef, a natural protection to the trade-route between the Eastern States of Australia and Asia, and through the sheltered highway thus formed the whole of the traffic converges at Prince of Wales Channel in Torres Straits, as it were at the neck of a bottle; this passage is about ten miles long by one mile wide, and lies a little to the north of Thursday Island, from which it can be kept under observation, but not controlled; there are, in addition, other channels farther to the north, which by careful sounding could be used during moderate weather. The position is of the utmost importance to British commerce, as a single armed merchant-vessel belonging to an enemy might intercept at this spot the whole traffic between Asia and Eastern Australia. Thursday Island, however, even if efficiently armed, could not control the channel without the assistance of a naval force of some sort.

The second Federal fort is to be found at the Port of Albany, or King George's Sound, a natural harbour of great importance at the south-west corner of the Continent, and commands the trade-

routes between Australia and Europe either *via* the Suez Canal or the Cape ; it is impossible to over-estimate its value as a coaling station to vessels employed upon the Cape route, while in the hands of an enemy it would form a convenient base from which the whole trade between Europe, Africa, and Australia might be intercepted ; its efficient defence is therefore of singular importance to British commerce.

Sydney, the capital of New South Wales, is the headquarters of the British Naval Squadron in Australian waters ; a *dépôt* for naval stores and a dockyard for repairs are located there, and the Heads at the mouth of the harbour are fortified. It would, however, be possible for an enemy's ships to lie off Botany out of range of the guns in the forts, and from there to shell and destroy Sydney, the dockyards, and the shipping in the harbour.

Other centres of trade are Melbourne, the capital of Victoria ; Brisbane, the capital of Queensland ; Hobart, the capital of Tasmania ; and Adelaide, the capital of South Australia. All these cities are provided with defence works ; none of them, however, of any value except those at Queenscliff, the entrance to Port Phillip Bay, on which stands Melbourne ; while Fremantle, the chief port of Western Australia, is without defences of any kind, either land, submarine, or naval. The harbour, created at great cost in the estuary of the Swan River by dredging and the construction of a breakwater, is rapidly gaining importance as a coaling station for all vessels trading between Europe and Australia *via* the Suez Canal, and is the landing-place for the cable from the Cape to Australia. It therefore directly invites attack, as do the cable stations at Roebuck Bay and Port Darwin. An important harbour is that of Newcastle, the port for the coal-producing districts lying to the north of Sydney, in New South Wales ; while farther south on the same coast we find excellent harbours at Jervis Bay and Twofold Bay. The former lies 100 miles south of Sydney, and is frequently used by His Majesty's ships ; it is a splendid harbour, ten to twelve miles long by two miles wide ; the latter is 240 miles south of Sydney, and thirty miles from Cape Howe, at which point all the coastal traffic of Australia converges prior to passing into Bass's Strait. It is about equidistant from Sydney, Melbourne, and Hobart. Both these harbours are entirely undefended, and would form convenient bases and temporary places of resort for an enemy's ships. There are, of course, numerous other towns and other harbours on the Australian coast, but in this short sketch I have only attempted to enumerate the most important and most

vulnerable points as briefly as possible, and I can now proceed to consider the nature of possible attacks on Australia.

#### NATURE OF ATTACKS.

Authorities fortunately all seem to agree as to the class of attack that Australia would have to anticipate in time of war. They assume, in the first place, that England holds the complete command of the sea. This is the basis on which they build all their arguments; it is the basis I propose to adopt; and it is of the utmost importance that you should keep these premises in mind, because I gather that many experts, and certainly the Navy League, assert that the absolute supremacy of the sea has not at present been secured. Quoting from the "Navy League Handbook" of December 1902, I find that they consider that in ships alone, apart altogether from a large shortage in crews, the British Navy requires the following additions over and above those for which the construction has been already provided, but which are not as yet complete or available for service—viz. twenty-one battleships, forty-six cruisers, and thirty torpedo-boat destroyers. Even if these additional vessels were provided immediately, Great Britain would only have secured the lowest margin of superiority, and they point out that a modern ironclad requires two or three years to complete, while Admiral Fremantle goes further still and asks for 160 more cruisers.

This general view of the position receives official confirmation in the address presented to the Conference of Premiers by Mr. Brodrick, the Secretary of State for War, when he alluded in so many words to "the possibility of our at any time losing the command of the sea"; and I consider, therefore, that under these circumstances it is quite fair to assume as *certainities* in any war in the immediate future those risks of attacks on Australia that experts admit as *possibilities*, even under the most favourable assumption that the British Navy will be able to secure and retain the absolute control of the sea. I now propose to allude briefly to my authorities, that their status and the official nature of their views may be incontestable. They commence with Sir William Jervois, who in 1877 considered that the enemy

"might, no doubt, despatch one or more cruisers to operate against our maritime commerce or make a descent upon any of our Colonial possessions; and the Australian Colonies, owing to their wealth and prosperity, would, if undefended at certain points, be tempting objects

of attack. A squadron intended for such an operation might consist of some three or four vessels. Eluding our cruisers and appearing suddenly before Sydney, Melbourne, Adelaide, or in Moreton Bay, it might capture the merchant vessels lying in the harbours, intercept any of the numerous vessels conveying valuable shipments of gold, or, under threat of bombardment or after actually firing into one of the large towns, demand and obtain a payment of many millions of money."

Sir William is followed by Sir Peter Scratchley, who in 1876 had been appointed by Lord Carnarvon to act as joint adviser to the Australian Governments upon the best means of defending the Colonies. He had had some previous experience of the Colonial defence question from 1860 to 1868, during which time he had devised a system of defence for Victoria, and was therefore specially qualified for the appointment. He considered that the Australasian Colonies were exposed to attacks from one or more cruisers, as a maximum a squadron of four, which, eluding the British cruisers, might capture merchant ships in harbour, demand from our capitals payment of many millions of money under threat of bombardment, secure supplies of coal, blockade the entrance to ports, and intercept ships conveying gold and Colonial or British merchandise.

Admiral Wilson, while doubting whether it was probable that a squadron of frigates could evade the fleet and make a raid on Australian coasts, though it was of course possible, admitted that the class of vessels to be expected in time of war, and which the Colonies should be prepared to meet, are armed merchant vessels possessing great speed and coal capacity; such vessels might do immeasurable damage to shipping, and could easily evade our cruisers, while from their coal capacity they might be fitted out at remote ports and pass unobserved, disguised as traders, over half the world.

Sir Frederick Weld also, when Governor of Tasmania, speaking at Launceston in the same strain, alluded to Paul Jones, and to the damage done by the *Alabama* to the commerce of the Northern States before she was captured, though several vessels were solely occupied in her pursuit.

In 1889 Major-General Sir Bevan Edwards reported officially to the Governments of the Australian Colonies on the organisation of their forces. In April 1891 he addressed an audience in this room, and was emphatic on the same points. He said:

"If we are found WITHOUT a decided naval superiority we shall again see attacks made upon our stations and bases in all parts of the world.

If we HAD this undoubted superiority the Australian Colonies need only be prepared to resist the attacks of stray cruisers which would make a raid upon stations where coal is to be had, or to extract a ransom from some of the towns on the coast by threat of bombardment. The large ocean steamers which all maritime nations now possess would, under such circumstances, make a descent upon the distant shores of Australia not an impossible undertaking. You may say that this is not probable, but still it would be an unpardonable risk not to make a provision against such a contingency."

So speaks the Imperial officer with experience gained upon the spot; yet to-day we find this very course of action jeered at by a service paper as "parochial defence," "a fallacious doctrine of the local press" which Admirals and Governors should expose!

In 1896 we have Sir George Clarke addressing an audience in this room as follows:

"Small expeditions directed, not to effect territorial conquests but to destroy national resources, may, nevertheless, as in the past, evade a superior navy. Such expeditions are of the nature of raids. Wherever national resources necessary for purposes of war are accumulated local means of resistance against a raid are needed. Wherever valuable property easily accessible from the sea is gathered together local protection may be desirable. Thus is justified the fortification of certain harbours by a Power which depends for existence on naval supremacy. Local protection in this case is evidently a measure of insurance which each Colony is bound to take into consideration."

These views of Sir George Clarke's are the more valuable on account of the palpably grudging manner in which their author finds himself compelled by the force of logic to admit the necessity for local defence, while urging throughout his whole address that the navy is the "real defensive force" and "prime condition of security," and Sir George is now the Governor of Victoria—one of the Governors, in fact, on whom the "Army and Navy Gazette" relies to counteract the "heresy" and "short-sighted craze for local defences."

Passing on to 1901, I reach what may be considered the most official expert and up-to-date opinion that is at my disposal—namely, that of the Colonial Defence Committee of Great Britain. In their excellent letter of advice, dated March 30 of that year, after premising that the maintenance of British supremacy at sea is the first condition for the security of Australian territory and trade in war, and that the Admiralty have accepted the responsibility for protecting all British territory abroad against organised

attack by sea, they go on to recognise that, while His Majesty's ships are engaged in destroying or disabling the enemy's squadrons, they may not always be in a position to prevent raids by hostile cruisers, their objects being to destroy shipping or other accessible property of value, especially naval and mercantile marine resources, such as docks, repairing shops, storehouses, jetties, cranes, and coaling appliances; to seize coal or stores which might be urgently required; to levy a money contribution; or even merely to create alarm, and obtain the prestige which might appear to attach to an operation of no real military importance whatever. The destruction of the shore ends of ocean cables is another possible object for the attack of a hostile cruiser. The action of fast cruisers or armed merchant auxiliaries against Australian trade on the high seas constitutes a *far greater danger* than attacks upon Australian ports, as it involves much less risk to the enemy, and can be made to return no less profit, while, except indirectly at mercantile strategic harbours near points of convergence of ocean routes, no protection can be afforded against it by expenditure on land defences.

Here we have a candid admission of the special risk against which Australia desires to insure—namely, the danger to British commerce at points where ocean routes converge—and an equally candid admission of the impotency of land defences to meet that risk; yet our Imperial critics would deny our right to supplement those ineffective land defences with an effective naval force, because, forsooth, “the sea is one, and the British navy therefore must be one.” So, to clothe a catchy phrase with some semblance of reality, they would debar Australia from doing for herself what expert after expert has admitted the British navy cannot undertake to do for her.

There only remains one last authority. In 1902, in a report dated April 7, Sir Edward Hutton repeats in short the views I have already quoted, and so brings the subject up to date. I fear the recapitulation of these expert opinions may have been tedious, but it is essential that I should thoroughly convince you, as an incontestable fact, that, even under the best of conceivable circumstances, Australia in time of war will be subject to raids. I hope I have succeeded, and that if anyone gets up later on and says that for his part he considers the risk from raids is exaggerated, and speaks with fluency of the incapacity of raiding vessels to carry coal and ammunition, or the distance of an enemy's base of operations, you will bear in mind that the highest authorities to which reference



can be made have considered all these points and many others, but are still of the contrary opinion.

#### LOCAL DEFENCE ENJOINED.

My next step will be to show that these same authorities have consistently instructed Australia that it is her duty to provide for her local defence and to prepare in time of peace to repulse the raids which she has to expect in time of war. Her original advisers in these matters were, as I have already explained, Sir William Jervois and Sir Peter Scratchley, between 1877 and 1888. As a result of their reports, the forts at present existing in the Eastern States were erected and military forces were organised. It is unnecessary, therefore, to quote these authorities to show that Australia's responsibility for local defence was thoroughly impressed on the various States; the defence works, erected at great expense, are standing evidence. In 1882 these defences formed the subject of a report by a Royal Commission sitting in London under the chairmanship of Lord Carnarvon, from which I extract the following :

"The general principle upon which Sir W. D. Jervois based his plan of the defences of the Australian Colonies has been clearly stated by him—viz. 'that whilst the Imperial Navy undertakes the protection of the British Mercantile Marine generally, and of the highways of communication between the several parts of the Empire, the Australian Colonies themselves provide, at their own cost, the local forces, forts, batteries, and other appliances requisite for the protection of their principal ports. Each harbour so protected will become a focus of refuge and action when required for British men-of-war, and at the same time will be secured against the attack of such cruisers as may not have been intercepted by Her Majesty's ships.'

"We think this principle is upon the whole sound, and that the above statement fairly represents at the present time the relative position and duties of the Imperial and Colonial Governments."

In 1889 we have Sir Bevan Edwards making a general inspection and report on the defences of all the States, and calling attention to the defenceless condition of Western Australia, Port Darwin, and Tasmania.

"If an enemy" (he writes) "was established in either Western Australia or at Port Darwin you would be powerless to act against him. Their isolation is therefore a menace to the rest of Australia. The position of Tasmania is still more dangerous, situated as it is within

8 days' steaming of Adelaide, 1 from Melbourne, 2½ from Sydney, and 4 from New Zealand."

In 1890 and 1895 we have reports from the Colonial Defence Committee commenting on and revising the Australian scheme of defence, and in 1897 their general views were laid before the Premiers' Conference in London. Local defence is throughout recognised as Australia's duty; nor do we find the position changed, or the official recommendations less emphatic, when we turn to the Colonial Defence Committee's memorandum of 1901, or the report of Sir Edward Hutton in 1902. We find the Committee advocating a well-organised military force, armed with long-range weapons, using smokeless powder; fixed defences consisting of shore batteries and submarine-mine fields—the former to deter the enemy's vessels from approaching within the range at which his fire would be effective at such objects as docks, naval stores, or shipping, which might easily be destroyed, as they explicitly point out, with a small expenditure of ammunition by hostile cruisers. Above all, they emphasise the necessity for efficiency, and, in conclusion, they urge that "the defence requirements of Australia are not satisfied by the provision of troops and works for the passive defence of the centres of strategic and commercial importance: each colony should also provide an adequate field force which should be capable of taking effective action against a hostile force attempting to occupy any undefended portion of the coast line."

Turning to Sir Edward Hutton's report, we find the following:

"Australia must be prepared not only to protect the naval base of Sydney and to make secure the important strategical positions at King George's Sound and Thursday Island, so as to enable the navy to have all that it needs for free action at sea, but the great trade centres also, such as Sydney, Melbourne, &c., must further be rendered secure. . . . It is necessary to deny access to all cities, towns, and harbours of commercial importance, and to make it impossible for a hostile expedition to establish itself upon Australian soil. To this end careful arrangements must be made to concentrate on any threatened point as many available field troops as circumstances may render necessary. It is hoped that the contemplated extension of railway communication between South Australia and West Australia may be accomplished at an early date, as without such extension West Australia is always liable to isolation in time of war."

Due notice should be taken here of the importance always attributed to means of railway communication in any scheme of

defence, and especially to the urgent necessity for connecting Western Australia with the Eastern States. The construction of this strategic line was strongly urged by Sir Bevan Edwards in 1889, and the belief that its construction would follow immediately on Federation largely influenced the heavy vote given in Western Australia in favour of the Union.

The keynote of Sir Edward Hutton's report may be said to be the paramount necessity that the defence system, whether on a large or small scale, should be thoroughly efficient.

We are now, therefore, face to face with this fact—that from 1877 to the present date the necessity for efficient local defence has been year after year impressed upon the people of Australia, not by the "Man in the Street," not by "brilliant Colonial editors," and not by mere politicians, as various Service papers have suggested, but by the best informed and most highly qualified experts available in the British Empire.

There is, however, a class of critic whose objections I must still be prepared to meet, and I will deal with them now—the man who, with some slight and superficial knowledge of the question, derived often from magazine articles, takes hold of a few sentences of a single writer and builds on them a theory of up-to-date defence: to such a man the counsels of the paid advisers of the Empire are as naught compared with the theories he builds for himself on the ill-digested and misconstrued writings of his favourite author.

This happens particularly to be the case with the works of Captain A. T. Mahan, an undoubted authority, and a brilliant writer on naval defence. He has written, it appears, that Australia should frame its scheme of defence on sound lines by "recognising that local safety is not always best found in local precaution"; that "victory must be sought by offensive measures, and by them only can be insured"; and that "it is hard to silence the clamour for a simple local security, which is apparent, but not real."

On sentences such as these our critic forms a theory of defence for Australia entirely his own, and would have us consider local defence a thing of the Dark Ages. I propose, however, to quote his favourite authority in justification of the British expert, and because Captain Mahan, in dealing with the question in general terms, has specifically described a position that coincides with the one Australia wishes to take up. He writes:

"Every war has two aspects, the defensive and the offensive. . . . A sound defensive scheme is the foundation upon which war rests; but who lays a

foundation without intending a superstructure? The offensive element in warfare is the superstructure, the end and aim for which the defensive exists. . . . Offence, therefore, dominates, but it does not exclude. The necessity for defence remains obligatory, though subordinate; the two are complementary. It is evident, also, that offensive action depends for energy upon the security of the several places whence its resources are drawn. These are appropriately called 'bases,' for they are the foundations, severed from which vigour yields to paralysis. Still more immediately disastrous would be the capture or destruction of the base itself. It must be secured at all hazards."

Here, then, we find, in language on which it would be impossible to improve, a clear definition of the part Australia should take in the scheme of Imperial defence. It is hers to provide for the "foundation" in the Pacific, for the security of the "base." It is for Great Britain to provide the superstructure—provision for offensive action on the high seas. By thoroughly providing for the security of the foundation, Australia will comply with all reasonable existing obligations to assist in Imperial defence, filling a separate and subordinate position, while the British Navy will provide for the complementary but equally separate necessity for offence. To use Captain Mahan's words: "She can supply a very important factor that will go far to fortify the whole British position in the East."

So much for our critic. I leave him now to reconcile as best he may Captain Mahan's views as to the absolute disaster that would attend the capture or destruction of a "base," the safety of which must "at all hazards" be secured.

My object in making these references has been to satisfy you that the question of local defence, as complementary to Imperial defence, has always been considered by Australia's professional advisers a subject of paramount importance; and having reached this stage, I at last find myself in a position to touch on local naval defence, and to consider whether any scheme of defence can be efficient which does not provide for a squadron of effective seagoing cruisers working in Australian waters.

#### TO PROTECT FLOATING TRADE.

Reverting once again to our expert advisers, and in particular to Sir William Jervois, we find that in 1879 no doubt was entertained as to the necessity for supplementing the local land defences with an Australian naval force. Sir William had strongly urged the

New South Wales Government to purchase an ironclad ship, partly for the protection of local commerce and the minor harbours along the coast, and partly with the object of securing Sydney from bombardment from a ship lying outside the harbour defences; and proposed that she should be manned by a small permanent naval force, supplemented in time of war by men drawn from the Volunteer Naval Brigade. In 1877 a resolution was adopted in Parliament directing the Government to arrange for obtaining and maintaining at the cost of the Colony an ironclad for local defence. However, nothing further was done in the matter, and in 1879 Sir William again drew attention to the necessity for the provision of local defence by naval means.

Victoria, under similar advice, had acquired the "Cerberus" in 1866, and organised a permanent naval force of 217, a full complement for the "Cerberus," with a naval brigade of 227 in reserve.

To South Australia Sir William recommended the provision of a powerful ship of war to supplement two batteries for heavy guns on shore. This Colony has a seaboard of 1,500 miles, and Sir William proposed that its defence should be provided by naval means. He wrote: "The main defence of Adelaide and its port, as well as of the coast and commerce of the Colony generally, must be a vessel of war."

Queensland was advised to procure for the general defence of the coast a swift steamer carrying two 64-pounder guns; and smaller torpedo-boats and gun-vessels for her rivers and harbours, and so on. It was made amply clear to the Colonies that these vessels would be all they had to look to for the defence of the floating trade in Australian waters during time of war; and particularly that the real defence of Australia as part of the Empire would be effected by the action of the British fleet in the China Seas, the Red Sea, or at the Cape of Good Hope.

The most modern theories of naval defence were therefore fully recognised at that date, and the Australian Colonies were advised to secure fleets of their own, with a complete recognition of the same conditions as those that prevail to-day.

Commodore Wilson, at that time in command on the Australian station, went farther still, and recommended the Victorian Government to provide two squadrons—one of four armed merchant auxiliaries to operate along the coast for the protection of floating trade, and the other of six gunboats to protect Port Phillip.

The views held by Sir William Jervois were repeated, for the

most part, by Sir Peter Scratchley in 1881. He reported more fully on Western Australia, and urged that no scheme of defence for that State could be considered complete that did not include auxiliary Colonial naval defences. In general terms he urged that any vessels bought should possess sea-going qualities to act on the offensive and pursue hostile ships along the coast; and he laid particular stress on the importance of their being armed with the most modern guns capable of piercing the armour of any ironclad then afloat. The result of these reports was that the Eastern Colonies for the first time thoroughly realised what their position would be in time of war, and that the British fleet could not be expected to protect their coast-line and floating trade from chance raids.

They also had before them proposals that each Colony should organise and maintain separate vessels of war; but it was felt that this would be an inartistic method of dealing with the question, and, in view of the possibility of arranging for some joint action in the matter, a Military Conference was held at Sydney in 1881, which, however, only resulted in a resolution that, while land defences were the special charge of the Colonies, naval defence should continue to be the exclusive charge of the British Government, who were, moreover, called on to strengthen the British fleet in Australian waters forthwith. This resolution failed to receive a favourable reception, and the matter was allowed to rest until 1885, when a most important development took place.

The Admiralty in September of that year instructed Admiral Tryon to put forward on their behalf a proposal that the Australian Colonies should purchase a fleet of their own, the object being "to provide efficient protection to the large floating trade in Australasian waters"—these being their very words. They suggested that the squadron should consist of five "Archers" and two torpedo-boats, the officers and crews to be provided from the British Navy and to be changed every three years, the control to be entirely in the hands of the naval commander-in-chief on the station, every expense to be defrayed by the Colonies, and at the end of ten years the vessels were to become their absolute property. Meanwhile no reduction of the British fleet on the station should take place.<sup>1</sup>

In a memorandum which he furnished in support of the

<sup>1</sup> Article V. Notwithstanding the establishment of this joint naval force, no reduction is to take place in the normal strength of His Majesty's naval force employed on the Australian station, exclusive of surveying vessels.

Admiralty proposal, Admiral Tryon expatiated on the damaging and lasting effect of the destruction of commerce afloat by enemy's cruisers. He alludes to the "Archers" as cruiser-catchers, and emphasises the point that they would form an Australian fleet, "a naval sea-going force localised to the Australian seas," "a force additional both as to *personnel* and *matériel* to the fleet of the Empire as voted by the Parliament in London." A majority of the Premiers of the various Colonies concerned, feeling that difficulties would arise at the end of ten years if seven States, including New Zealand, had to divide five cruisers and two torpedo-boats equally and amicably amongst them, suggested that an annual payment of 5 per cent. on the cost of the squadron ought to satisfy the Admiralty, and that at the expiration of the agreement the vessels should remain the property of Great Britain. Further discussion ensued, and finally, with that amendment and a few other minor alterations, the Colonies agreed to accept the Admiralty scheme in 1887.

The original Admiralty proposal had been five "Archers," steaming seventeen knots, 1,680 tons displacement, 225 feet in length, 8,500 I.H.P., armed with six 6-inch B.L.R. guns; and Admiral Tryon had laid special stress on the value of these guns. A 5-inch gun, he stated, would not be of sufficient power. The vessels contracted for were to be of an improved type—eighteen knots full speed, and with the same armament; as supplied they can do  $16\frac{1}{2}$  knots, are 2,575 tons displacement, and 265 feet in length. No 6-inch quick-firing guns were supplied, and on Admiral Tryon's own admission their armament has from the very first never been efficient; they each carry eight 4.7-inch guns. The agreement entered into in 1887 is still in force, and the "squadron for the protection of floating trade in Australasian waters," to give it its full official title, still consists of the five "Archers" and two torpedo-boats.

It is interesting after the lapse of fifteen years to study the motives and hopes of the high contracting parties. The Admiralty undoubtedly at that time anticipated and desired the gradual formation of an Australian navy as a necessary complement to any scheme of local defence. For ten years the process of education was to be carried on under the Admiralty ægis, and at the end of that period the fleet, as constituted, was to be handed over to the Colonies. The Admiralty wished to feel that if the main forces of the country were not successful in limiting the area of mischief, the Colonies would be well able, at any rate for a time, to take care

of themselves, so Admiral Tryon told them in his memorandum ; or as Sir Henry Holland told the Premiers in 1887—

“The Imperial Government has now given this undertaking (that the Australasian squadron should always remain in Australasian waters), and we consider that the mere knowledge of this fact will definitely reduce the risks of attempted aggression in Australasian waters.”

The Colonies, on the other hand, saw difficulties in two directions, both arising from the want of Australian Federation. In the first place, they could raise no collective fund to purchase their fleet, their credits being separate ; and in the second place, a difficulty would arise in dividing the squadron after the ten years had elapsed ; they, therefore, as has been seen, suggested the payment of a yearly amount sufficient to cover interest and sinking fund. A further reason given for this course, and an eminently practical one, was that improvements in naval construction, armour, and guns might render it desirable that the type of vessel employed should be changed from time to time. No change has, however, been made in our five cruisers ; never from the first efficiently armed, they are to-day, to quote Sir Edward Hutton on inefficient armaments, a “*mischievous delusion*” ; they are both useless and delusive, giving an appearance and feeling of security that is not justified.

For years it has been recognised officially that they are structurally quite unsuited to the work for which they were designed ; deficient in length, they are quite unable to make anything like eighteen knots in a head sea, and are, therefore, useless for commerce protection. This, however, is no question of a vessel becoming obsolete—they were unsuitable from the day they came out ; and in spite of any reasonable expectation to the contrary, they have been retained on the station, though the Admiralty have been fully aware of their defects. Each Colony naturally expected to receive frequent visits from the ships of their own squadron ; it was believed that the maritime spirit, on the cultivation of which Lord Selborne laid so much stress in 1902, would be appreciably excited by the frequent presence in the ports of each Colony of the vessels of war for which they paid ; every grade of society would vie in entertaining the men on whose courage they had to rely for the direct protection of their floating trade in time of war, and a keen interest would consequently be felt in local naval affairs. These expectations have, however, never been realised. Sydney, the headquarters of the British fleet, has almost monopolised the



Australian squadron; fleeting visits have been paid to New Zealand, Victoria, and South Australia; Tasmania has benefited by their presence when the dancing season was on and the heat of the Australian summer sun rendered Sydney Harbour undesirable; but Western Australia has rarely, if ever, been honoured with a visit. The blighting influence of direct Admiralty control on local aspirations is beyond dispute, and its clearest evidence can be found in the fact that in New South Wales alone of all the States, though provided with one of the most magnificent harbours in the world, with a population crazy on yachting and boating, and with the headquarters of both British and Australian squadrons, the local naval forces have been pronounced a farce. I quote from Sir William Lyne, till recently Premier of New South Wales, and now Federal Minister for Home Affairs, who, speaking of the naval brigade of his own State in Parliament, said as follows:

“I do not know whether the members of these forces were ever on the water; there is certainly no provision for a ship. It is ridiculous to have so-called Naval Volunteer Artillery and Naval Brigades which are practically land forces.”

And so on. Could one find a more striking commentary on the present position, or a greater justification for Australia's dissatisfaction at the result of her annual expenditure of £106,000? £1,378,000 spent to date (1902) and not a single trained Australian sailor in return!

The Australian squadron for protecting floating trade being in this condition, the Conference of Premiers was held in 1902. Several incidents upon which I need not touch had occurred to make the question of naval defence a prominent subject for discussion, but the influences at work with those concerned were entirely in conflict. I deal, of course, solely with Australia and the British Government. On the one hand, we have the Australian elector intensely dissatisfied with the inadequate result of his twelve years' expenditure, and with the knowledge that year by year he was paying a premium of £106,000 on a policy which was to all intents and purposes a valueless one. An annual premium to secure, under a specific contract, a specific measure of trade protection which the fleet supplied was notoriously incapable of affording, the question of whether such methods of protecting floating trade were theoretically sound or unsound being quite outside the issue while the contract stood. The elector was represented by the Federal Parliament, who, in its turn, sent as a delegate to the Conference Sir

Edmund Barton, their Prime Minister, not to commit Parliament in any way, but to consult, and thereafter to report.

On the other hand, we have the British Government, representing the British elector, and anxious to reduce that elector's naval burdens, frankly indifferent to the specific protection of floating trade in Australian waters, and solely concerned to secure an annual subsidy from Australia in reduction of the cost of the British Navy, some £81,000,000.

I do not propose to discuss the general principle involved—that would require a paper to itself; but I will explain the method by which it was hoped that the object in view would be attained while Australia's loss of her squadron for the specific protection of floating trade in Australian waters was obscured by applying the title of "The Improved Australasian Squadron" to the section of the British fleet stationed at Sydney.

I have so far only casually alluded to this section of the British fleet. I must now explain that it consists of one first-class cruiser, the "Royal Arthur," unarmoured, but furnished with a protective deck of from 1-inch to 5-inch steel; three third-class cruisers; two gunboats; and a sloop; and is, I believe, quite as incapable of co-operating effectively either for offence or defence with other sections of the British fleet in Chinese or Indian waters as the Australian squadron is for trade protection.

For instance, the "Royal Arthur" has but one 9·2-inch gun; the bulk of her armament and that of her consorts consists of 6-inch quick-firing guns of, I am told, an old mark and low penetrative power. One Russian cruiser, the "Gromoboi," lately on the Australian coast, could have sunk the lot almost with impunity, being protected with a belt of 6-inch Harvey steel and armed with four 8-inch quick-firing guns behind the same armour.

Recent additions to the strength of the Russian and French fleets in Eastern waters have, it appears, rendered it essential that the British fleet in those waters should be considerably reinforced, if any semblance of supremacy is to be maintained. Moreover, Mons. Lanessan, late Minister of Marine in France, just before resigning office, reorganised the French fleet in Eastern waters into two powerful squadrons, each consisting of one swift first-class armoured cruiser and five protected cruisers, to operate between three fortified bases—namely, Noumea, in New Caledonia, off the coast of Australia; Saigon, in Cochin China; and Diego Suarez, in Madagascar; against either of these squadrons the present British fleet at Sydney would, of course, be helpless, and the proposals of the

British Government therefore took the shape of requesting Australia to provide for the maintenance of an efficient British squadron for offensive purposes in any waters, under the semblance of increasing the annual subsidy of £106,000 to £200,000. The fact that the present payment provides for an entirely different service was carefully kept in the background; in general terms, any retention of the fleet in Australasian waters for the defence of floating trade was deprecated, and the important clause providing that no reduction should take place in the strength of the separate British squadron was entirely omitted.

The Government proposal meant, in fact, not only a complete reversal of all the principles of defence which Australia for many years past had had impressed on her officially; not only an abandonment of a class of defence for which she was still willing to pay, and possibly at an increased rate for increased efficiency—but actually initiated an entirely new burden to be undertaken, and an entirely new political principle to be accepted. Australia then is face to face with the fact that her delegate has apparently failed to appreciate the full bearing of the British proposals; while her Minister of Defence has, in a memorandum laid before the Conference, disclosed some confusion of ideas on the subject in general; an apparent want of acquaintance with the data I have placed before you to-night, and an obvious desire to place the question of an Australian-owned squadron in as disadvantageous a light as possible. I make this latter observation advisedly, as, while Sir John Forrest, seeking, in March 1902, to prove that an Australian-owned squadron is impossible, quoted *in extenso* Sir Lewis Beaumont's memorandum of July 16, 1901, which deals solely with the additions that ought to be made to the British fleet at Sydney for offensive warfare in any part of the world, and based his arguments on a force far in excess of any local requirements for protecting floating trade, he omitted all reference to Captain Creswell's official report, laid on the table of the House in February 1902—a most able treatise, setting out all the arguments in favour of an Australian naval force.

Now a curious point arises right here in connection with Sir Lewis Beaumont's report. That gentleman considered that the British fleet in Australasian waters, to be efficient, should consist of the following ships in commission: Two first-class cruisers, 8,000 tons each; four second-class cruisers, "Highflyer" type; and in reserve two second-class cruisers, same type. The Admiralty, however, in their first proposal reduced the effective strength of

the squadron materially, as follows : In commission, three second-class cruisers, 5,600 tons ; in reserve, two second-class cruisers, 5,600 tons ; and based their claim for subsidy on the maintenance of that force, together with a naval reserve of 1,100 seamen and 400 stokers. The squadron they now propose to supply for the £200,000 subsidy consists of one first-class armoured cruiser, two second-class cruisers, four third-class cruisers, and four sloops, of which three (undefined) are to be half-manned and one held in reserve. The question then directly arises, Can this be considered an efficient British fleet in Australasian waters ? Apparently Sir Lewis Beaumont would say that it was not.

A thoroughly illogical position is developed by the attempt to make it appear that the proposed £200,000 subsidy to the British fleet is simply an increase or improvement in the terms of the existing Australasian naval agreement. To do this it was necessary to allocate the new payment to the support of a specific group of vessels, and an absolutely wrong principle had to be introduced in consequence—a principle which, if adopted, may lead to endless difficulties in the future. Clearly, even those who are opposed to subsidising the British fleet at all would agree that if it is to be done it should be done without restriction on either side ; the subsidy should be to the British fleet as a whole, or, as it would then become, to the fleet of the Empire, and the responsibility for efficiency would lie with the Admiralty. General naval defence on the basis advocated by Lord Selborne in his address to the Premiers' Conference cannot in fact be ladled out in spoonfuls at so much the £1,000 subsidy !

#### AUSTRALIA'S CHOICE.

Australia has now to choose between three alternative courses, one of which is at present inadmissible ; the choice will lie between the other two.

The Admiralty scheme is impossible because it abandons all thought of local protection to floating trade. Your experts will immediately reply, as they have already done in the Press, that floating trade must care for itself, that losses must occur, and that trade will find its general protection in the great victories of concentrated squadrons, concluding with a sneer or two at my parochial theories of defence, and at the ships I would tie to the coast. But what do you propose for yourselves in England ? Why, the very thing we advocate for our Australian trade, only you do it

on a larger scale. Where we talk of our five or six cruisers for local trade protection, you have your Channel Fleet, your Home fleet, your cruisers, "to work within a sixty-mile radius from the Lizard and the Smalls, keeping the water within the circumference of the circle free of the enemy and safe for the lines of ocean traffic that there converge towards the English, Bristol, and Irish Channels," and actually your vessels in reserve for coast defence. (*Vide "Brassey's Annual," 1902.*)

Does anyone suppose that a Government would be tolerated for an instant in Great Britain that avowed its intention to send the entire fleet on an offensive expedition against a foreign port, leaving the British coast and commerce in the Channel unprotected except by fortifications? and if local naval defence is desirable at Home and for the Mother Country, why should it be condemned when Australia is concerned? Take, again, the example of France, and its proposals for the defence of Cochin China. M. Lanessan's scheme provides armoured ships specially designed for the protection of its rivers and coasts, and in addition for torpedo-boats and gunboats, in order that the actions of the offensive squadron may be absolutely free and its base as secure as possible. If this is desirable for the Cochin China coast, why not for the Australian? It must be remembered, too, that M. Lanessan's programme is based on all that is most modern in theoretical naval defence, the very school of which Captain Mahan is the apostle. Why, what does Captain Mahan himself say on the question? He writes as follows :

"San Francisco and Puget Sound, owing to the width and great depth of the entrances, cannot be effectively protected by torpedoes, and consequently, as fleets can always pass batteries through an unobstructed channel, they cannot obtain perfect security by means of fortifications only. Valuable as such works will be to them, they must be further garrisoned by coast-defence ships, whose part in repelling an enemy will be co-ordinated with that of the batteries. The sphere of action of such ships should not be permitted to extend far beyond the port to which they are allotted, and of whose defence they form an important part, but within that sweep they will always be a powerful reinforcement to a sea-going navy when the strategic conditions of the war cause hostilities to centre round their port. By sacrificing power to go long distances, the coast-defence ship gains proportionate weight of armour guns—that is, of defensive and offensive strength. It further adds an element of unique value to the fleet with which it for the time acts."

Again, the late Admiral Sir Anthony Hoskins says, "Approaches

to ports must be kept open to merchant ships by cruisers on the offing," and yet you tell me that the days of ships for coastal defence and local trade protection are gone.

Do many of you realise in the least what our position will be at Fremantle, Albany, Cape Howe, Sydney, or Thursday Island—at all those points, in fact, where steamer traffic is bound to converge from every point of ocean—if we have no cruisers for coast defence? Let us take a case in point. Imagine war declared with France and the British offensive fleet in Australian waters on their way to checkmate M. Lanessan's new eastern squadron advancing on Singapore from Saigon to intercept our China commerce. The Messageries Maritimes steamer lying at Noumea would in three or four days be able to steam out of that port a fully armed auxiliary of high speed, with ample stores of coal for, say, thirty days, ready to intercept the P. and O. and Orient mail steamers every week off the Leeuwin, and the Commonwealth would be helpless to resent the insult or protect its commerce within sight of shore for want of a local fleet! The same course would be taken with the next Messageries boat, and for weeks the coast of Australia would be at the mercy of the enemy, who would keep carefully out of the range of our fortress guns, and would also probably lift and cut our telegraphic-cable lines. All this may be taken as forming part of M. Lanessan's scheme, and is not altogether a fancy picture. Ample provision exists, I believe, at Noumea for putting it into practice, and as far as I know no provision of any sort exists for arming P. and O. or Orient liners in the same way at Sydney.

Or, again, we have Captain Creswell's illustration: "The spectacle of some 5,000,000 Anglo-Australians, with an army splendidly equipped, unable to prevent the burning of a cargo of wool in sight of Sydney Heads, is only the ordinary consequence of a policy of naval impotence." Why should you in England suppose that we in Australia are less sensitive on these matters than you are yourselves? Your own feelings are clearly expressed by Mr. Herbert W. Wilson, a member of the Executive Committee of the Navy League and Editor of their "Journal." I find in their new handbook, dated December 2, 1902, the following under his name, being an extract from the report of the Committee on Naval Manœuvres:

"There should always be an effective reserve squadron, ABSOLUTELY CONFINED TO HOME WATERS, sufficient to hold the Channel and protect the coasts and commerce of the United Kingdom, in addition to the coast-defence ships which would be

required for active local defence." Mr. Wilson comments on this paragraph as follows: "The experience of the Spanish-American War has shown that public opinion will always clamour for a home squadron. We had a squadron in the Channel all through the Trafalgar campaign;" and further on he urges "the provision of a North Sea fleet ALWAYS CRUISING IN BRITISH WATERS."

For like reasons we in Australia must also have our local fleet in local waters. It seems to me a matter of such palpable necessity that it is difficult to realise how anyone who gave the subject the least consideration could doubt it.

The choice, then, lies between a subsidised British squadron under Admiralty control, but confined to Australian waters, and an Australian squadron manned by Australians and under Australian control.

It would not be difficult to give a long string of reasons that influence Australians in deprecating a continuance of Admiralty control, partly sentimental, partly caused by neglect in the past, which could of course be rectified in the future, and partly due to a conviction that the entire organisation of the Admiralty is out of date and wants readjusting to deal with modern needs in modern ways. To judge by the English Press of to-day, Australians are not alone in this belief. Twelve years' experience of the system under which the present subsidy is spent has satisfied us that the result of local control could not at any rate be worse, and might possibly be better. It will be pointed out that the Admiralty now propose to institute a branch of the Royal Naval Reserve in Australia for 725 men and officers, that three vessels are to be used as drill ships, and one other vessel is to be manned as far as possible with Australian seamen, paid at special rates. This is, no doubt, a tardy step in the right direction, but it does not go far enough. With the same money, as I will show directly, we might have at least three cruisers manned by Australians, both officers and crew, and a large naval reserve of our own, whose services would be invaluable for manning merchant auxiliaries; while the Admiralty offer us one ship only, and that not necessarily even a third-class cruiser—they might select one of the sloops.

Endless difficulties would also arise in connection with the special rates of pay to Australian seamen in the British Navy, especially when a ship so manned moved to other stations, as Lord Selborne suggests and desires. Vice-Admiral C. C. P. Fitzgerald fully endorses this view. He writes:

"It would be subversive of all discipline, contentment, and good fellowship to have two sets of men doing the same work, holding the same nominal rank, and yet receiving two totally different scales of pay on board one of His Majesty's ships. We could not, in justice to our own men, permit such a thing, save, perhaps, as a very temporary expedient."

The "Age" deals with this question effectively, and I tabulate their figures :

		Rate of Pay per Diem	
		British	Australian
Able seamen	from	1/7	5/- (Vict.)
	to	2/6	5/6 "
Petty officers	from	2 2	6/6
	to	3/3	7/- "
Stokers	from	2/-	5/-
	to	5/-	7/- "

The Australian rates are those actually paid to the permanent men in Victoria, while the highest British rates quoted are above anything I can find in the Navy List.

It is also worth while to note the following rates in the British Navy:

Sub-lieutenant	.	.	.	.	per diem	5/-
Midshipman	.	.	.	.	"	1/9
Cadet	.	.	.	.	"	1/-

We should, therefore, have in Australia British sub-lieutenants drawing less pay than their petty officers, and midshipmen worse off than the lowest-rated seaman.

It is probable that the Admiralty were not aware of the actual rates of local pay when they made the suggestion.

I do not intend, however, to embark on a general denunciation of the Admiralty ; I will only say that in Australia skill in marksmanship is considered far above all things else of vital importance in war, and I gather from English newspapers that under the Admiralty naval gunnery and marksmanship meet with no encouragement ; our flagship on the Australian station, the "Royal Arthur," being singled out with one or two others for specially unfavourable comment. Mr. Arnold White may here be quoted from the "National Review" of February, 1903 :

"One of the principal reasons why gunnery is defective in the navy is the senseless adherence to obsolete and futile regulations and routine. It is not too much to say that it is impossible for a ship under existing conditions to attain gunnery efficiency if the Admiralty regulations are literally obeyed !"

"No one outside the service has any idea how hidebound the regulations are."



Such a condition of affairs would not be possible for long under Federal control. Public opinion and the Press can never be ignored by an Australian Government, and such a custom as throwing ammunition overboard sooner than use it at practice—a fact that Mr. White has substantiated before an arbitrator—would have led to the instant dismissal of all concerned.

The arguments used by those who are opposed to the idea of an Australian-owned squadron under Australian control may be summarised as follows :

1. That an Australian navy adequate to defend the coast-line would be out of all proportion to the number and means of the people of Australia.

This contention is based on a misconception of the duties to be performed by ships intended solely for the protection of floating trade, and also on an exaggerated idea of the class of vessel required for the purpose.

2. That it would take time to create such a navy.

The answer to this is that two years from the end of 1903 must elapse before the existing subsidy of £106,000 can be terminated, and that during that time much could be done by way of a start with the £94,000 additional subsidy now proposed by the Federal Government, and therefore I presume not beyond our means.

3. That the boats and their armament would rapidly become obsolete.

The case of the "Protector," as quoted by Captain Creswell, proves the contrary. He states that if both a vessel and her armaments are up to date at the time of purchase they will hold their own for many years. Changes in arms and machinery are gradual. The "Protector" was built in 1884 and armed with breechloaders, and four years later she could outrange the "Nelson," the flagship of the Australian station. In 1901, seventeen years later, she is commented on in China as an effective warship requiring but little to place her in the front rank of her order.

4. That Australia has no trained men or officers to man her fleet. As a matter of fact, there is in Victoria a highly trained and most efficient force of permanent and partly paid men ; the "Protector's" cruise to China speaks for itself ; and in Queensland the Naval Brigade is also an efficient body. These together form a nucleus, already existing, available for manning at least a couple of cruisers with an Australian crew as soon as they can be secured, and on which an efficient body of reserves could easily be built up sufficient for all contingencies.

5. That the creation of a Commonwealth navy would be tantamount to a declaration of independence.

This is a purely English objection fathered by Mr. Arnold White in the "Daily Chronicle." It tacitly underlies the views expressed by several recent writers, and springs from an insular inability to appreciate that the Colonies are no longer the "King's Plantations." It requires no comment here.

We have now to consider what should be the main qualifications of the vessels comprised in such a fleet. They must be sea-going vessels of sufficient tonnage to maintain a high rate of speed in heavy seas, and their speed should, if possible, be equal to that of the merchant auxiliaries, with whom they would have to contend; they must also be armed with guns of as heavy calibre as anything likely to be brought against them in a foreign cruiser. Captain Creswell sets this out most ably. He proves the principle by comparison between a vessel of 960 tons (the "Protector") and a less powerfully armed vessel of 2,500 tons (the "Wallaroo"). He acquiesces in limiting the field of action, and appears to suggest 3,000 tons as the tonnage of his proposed special type of cruiser, but suggests £300,000 as its cost, which is practically the cost of a 5,600-ton vessel, or second-class cruiser of the "Highflyer" type. Speed is an essential. Sir Edmund Fremantle alludes to German subsidised ships that have an average speed of 23·5 knots, and could probably keep at sea for six weeks without coaling, and he states that the British Navy has no cruiser that could catch them! This exactly describes the class of vessel we should have to fear, and against which we should have to provide in Australia—commerce-destroyers able to outpace any cruiser in the British Navy.

On the question of armour, it is clear that these commerce-destroyers would not be armoured, and, as shown already, the enemy would, nine times out of ten, be of that class. I fail therefore, to see why protected vessels of 3,000 tons, or more, armed with the most modern 7·5-inch or 6-inch quick-firing guns, and costing, let us say, £150,000 each, should not be sufficient for our needs. Such ships would require a crew of about 280 men all told, of which a portion could be men belonging to the Naval Brigade or partly paid force in each State.

In dealing with the annual cost of maintenance, I fortunately have figures showing the actual cost of maintaining in commission three ships of the present Australian Squadron during the year 1899-1900, amounting, apart from wages, to £10,500 each ship.

Wages were, of course, on the British scale, but on the Victorian scale would work out as follows, the figures being actual payments made in Victoria :

18 permanent staff (Vict. 1901-2)	. .	£4,532
110 permanent men (Vict. 1902-3)	. .	10,884
152 partly paid men (Vict. 1902-3)	. .	1,800
Maintenance as above (British scale)	. .	10,500
Interest at 5 per cent. on cost, £150,000	. .	7,500
		<hr/> £35,216

The annual cost, therefore, of maintaining such a vessel on a Colonial scale would be about £35,200, including interest. I have assumed that the British Government would be satisfied to lend cruisers to Australia on these terms, if the scheme they have put forward falls to the ground. Their proposal is to hire out cruisers and men to Australia; our proposal is that Australia should rent the cruisers, and herself provide the men.

To meet this expenditure we have the proposed increased subsidy of £94,000, with the amount provided in the 1902-3 estimates for the naval forces in the various States—viz. £46,524, or £140,524 in all; and this sum, while providing for the maintenance of three cruisers, would leave about £34,000 available for interest on the cost of their armament, for the payment of further naval reserves at an average of £10 per man per annum, and for the support of naval depôts in each State. In three years' time, on the expiration by notice of the present subsidy, £106,000 would become available for the rental by Australia, and commission with Australian crews, of three more cruisers hired from the British Government.

Meanwhile it would appear that under the existing agreement we must continue to pay £106,000 a year for the services of our present useless squadron armed with 4·7-inch guns.

I have gone into the question of cost and finance in detail, and have defined with some care the class of cruiser we require, because the hostile critic, keen to throw ridicule on what he resents, persists in suggesting that we desire to create a navy of ironclads, and quotes Sir Lewis Beaumont's memorandum as to the force required on the Australian station; but Sir Lewis, I must again repeat, does not deal with the question from the point of view of protection to local floating trade.

The system of providing supplementary crews of partly paid men is one that has for years been in practice in Victoria, and works well. The "Cerberus" is manned by 115 permanent and 152

partly paid men and officers, and her crew never fail to receive most flattering reports of efficiency.

Lord Selborne lays stress on encouraging the cultivation of a maritime spirit. No feeling of this sort, as twelve years' experience has proved, can develop in Australia under the present Admiralty régime; everything is centred at Sydney, the naval tone is exclusively British, and damps rather than excites local naval aspirations. Under Australian control each State will demand and be accorded equal treatment in effective sea-training for its naval forces; each State might easily take a special interest in a special cruiser, as it is suggested will be the case in England with your "County" class; and only under Australian control will a naval career ever come to be reckoned among the leading Australian professions.

I shall not touch upon the sentimental arguments in favour of an Australian Navy; of the extent to which Australians would desire to see their money spent in providing education in naval matters for their own sons; nor shall I attempt to draw any comparison between the value to the Empire of a contribution from Australia of trained seamen (a commodity the Empire lacks), as against mere cash, of which it has abundance.

In conclusion, I must express regret that the time-limit available has made it impossible to deal with the question of a contribution to the British Navy from its generalised and more debatable aspect. I have confined myself closely to the Government proposal actually before Australia, and to that only. I hope, therefore, that the discussion will be confined to the subject I have handled, and will not wander into the hypotheses of Imperialism.

All I have endeavoured to do to-night is to prove, and I hope successfully, that Australia's first duty is to provide for the absolute security of the "base," and that a local fleet is as essential to such security as forts or land forces. The question of subsidising a British fleet of offence may well be considered hereafter, when the defences of the base have been amply provided for, and when some equitable proposal has been formulated by the British Government for an Imperial control of Imperial politics.

#### DISCUSSION.

The CHAIRMAN (the Right Hon. the Earl of Aberdeen, G.C.M.G.): I don't propose, especially in the presence of so many distinguished authorities, to take what might be considered an unfair advantage

of my position in making any observations at this stage regarding the very able and striking Paper to which we have listened. I will just read a letter from a well-known authority to whom we should have listened with great interest and respect had he been present—I mean Sir John Colomb, M.P.:

“Dromquinna, Kenmare: March 9, 1903.

“DEAR LORD ABERDEEN,—I greatly regret business here prevents my presence at the Meeting over which you preside to testify my respect for Senator Matheson, and my sense of the great importance of the subject of his address—Australia and Naval Defence. Too much stress cannot be laid on the fact that strategically the sea is one, and therefore it is imperative that the fleet to secure it in war must also be one, while the provision and maintenance of whatever fleet may be necessary for this purpose equally concerns every part of the Empire. The home taxpayers are now showing signs of impatience at the ever-increasing burden they have to bear for Imperial Defence. This should be noted by our fellow-subjects oversea, for it is of ominous import to them. The more the home taxpayers know of the wonderful progress, increasing trade, wealth, and power of British communities beyond sea, the more they rejoice, but this knowledge also incites them to ask the question, Why do we alone bear the responsibility and burden of defending the Empire as a whole? This is a question to which only Colonial statesmen can give an answer, and I am glad the Royal Colonial Institute has provided so timely and excellent an opportunity to one so distinguished as Senator Matheson to deal with it. I ask you kindly to cause this note—explaining my absence and my special reasons for regretting it—to be read to the meeting.

“Yours truly,

“JOHN C. R. COLOMB.”

Admiral Sir N. BOWDEN-SMITH, K.C.B.: I suppose I have been called upon to speak first because a few years ago I happened to be Commander-in-chief on the Australian station. The Meeting will agree with me that the subject of Australian naval defence is a matter of great importance and worthy of our best consideration, especially when the subject is dealt with by one of Australia's Senators. He has put the matter before us very ably, but from his own point of view, therefore we may be pardoned for receiving what he tells us with a grain of salt. Anyone who knows the coasts and harbours of Australia and has studied the trade routes and the

courses which vessels take in trading with that great island continent must acquiesce in the wisdom of the step which the Australian Government took some years ago in fortifying Thursday Island and King George's Sound, which would be important coaling stations in time of war, and everybody would agree in making a place like Sydney thoroughly secure, being our great naval base, but in some of the other places mentioned in the Paper, such as Jervis Bay, any land defences would, I think, be waste of money. However, the question is whether Australia is to go on contributing to the Imperial Fleet in Australian waters, or whether she should have a squadron of her own, manned and officered by Australians. The lecturer would naturally like to see some of the Australian people trained up for sea-service on board men-of-war, and he thinks under existing conditions, in time of war, the Australian squadron might be called away to augment, for example, the fleet in China; Australia being left for a time without floating defence, and not understanding that the fact of the Australian and China squadron combining, and perhaps fighting an action in the Straits of Malacca, might be the very means of protecting Australian commerce, not only at that time, but for years to come. I admit that the present small third-class cruisers are not suitable for the protection of trade in Australian waters. But if better vessels, second-class cruisers, were substituted, I think the interests of the Empire and of Australia herself would best be served by having one homogeneous fleet out there under one flag and one admiral. The lecturer says these small cruisers are not efficient, and yet he estimates for their maintenance and not for larger ones. Where would Australia get the men to man this fleet? It is true that when I was out there there were naval brigades at Sydney, Melbourne, Brisbane, and Adelaide. Very good men—men dressed as bluejackets and who drilled very well with rifles and with field guns. It was not their fault they didn't go to sea. I would have liked very much to have taken some of them for an occasional cruise, but I dared not do so, because the difference in the wages made it absolutely impossible. It would have demoralised our men entirely. The lecturer, I think, forgets that in a modern ship of war we want not only seamen, but engineers, artificers, and stokers, and I don't think any of these existed in the so-called naval brigade at the ports mentioned. I must allude to a few remarks in the Paper about the inefficiency of the British navy as being partly the reason why the lecturer would like to have an Australian squadron. He says they are extracts from the *Navy League Journal*, and remarks by Mr. Arnold White and

others, and they have reference principally to bad shooting. Now, we don't in the least mind being criticised as to our inefficiency in any way if it is done in a patriotic and proper spirit, but I don't like people to assume that our shooting or general efficiency is below that of our neighbours. I was only recently reading the report of a distinguished American admiral on the gun practice of the American navy for last year, and he was not satisfied with the shooting of some of the American ships, which he said was not so good as that of the English. I don't quite see why the lecturer should assume because he advocates an Australian navy that the shooting in those ships manned by Australians would be better than ours. He also tells us that in the event of war with France the French have guns and equipment ready to put on board one of the Messageries steamers at Noumea, which would then sail forth from New Caledonia and destroy our mercantile shipping, including the P. & O. and Orient steamers. He says that we have no provision of that sort for arming the P. & O. and Orient liners as far as he knows. I am glad to be able to tell him that during the time I was out there we had at Sydney guns and equipment ready to put on board the P. & O. and Orient steamers. We had, in fact, equipment for four or six, so that we are not quite so behind as he thinks. He alludes to reports by various distinguished officers, but there is not time to comment on them, and some are of an old date. I will only allude to one or two by Captain Creswell, who says the type of ship Australia wants is a 3,000-ton cruiser. I entirely differ; if Australia is ever attacked by hostile cruisers they will be large cruisers with good coal endurance, and a 3,000-ton cruiser if efficiently armed would not have the speed to cope with such vessels. You would want a ship of 4,000 tons at least. Captain Creswell, alluding to the possibility of the Australian squadron being withdrawn, says the people of Sydney might have the mortification of seeing a ship laden with wool burned within sight of Sydney Heads. A very demoralising thing, no doubt, but that ship will probably have to travel some 12,000 miles before she sells her cargo of wool, and there are plenty of places where such a ship could be burnt other than off the Sydney Heads, for the sea is one. I am much surprised that the lecturer has not mentioned the naval power nearest to Australia, a power that has come into existence during my lifetime. I allude to Japan, an interesting nation to us, because the Japanese occupy a group of islands somewhat similar to our own. They have a fleet of ships built, and building, roughly speaking about fifteen, of which nine are armoured and some very

much up to date, with a *personnel* of 20,000. The Japanese at present are very good friends and allies of ours, and I hope will remain so, but we can never tell, and I think the lecturer will see that there may be occasions when it will be very necessary for the China and Australian fleets to work together. We cannot tell what contingencies may happen, especially as, besides the Japanese, we have the Russians at Port Arthur with a strong base and a large fleet. When the lecturer says that what they wish to do in Australia is only what we are doing at home in strengthening the home fleet, he hardly states the case. Does he realise that we have close at hand two large Naval Powers, one of which is increasing her fleet by leaps and bounds? The French ports of Cherbourg and Brest are close at hand, and the German port of Wilhelms-haven is only thirty hours' steam from our shores. There is no naval power within easy striking distance of Australia! I quite understand the lecturer's aspirations and the aspirations of many Australians, which I believe are shared by a distinguished naval writer, Mr. Fitchett, who wrote "Deeds that won the Empire" and "Nelson and his Captains," and which every English boy ought to read. I hope in future Australia will have a navy of its own, but in my opinion the time is not yet. In the newspapers this morning we read that the Navy Estimates proposed for the year amount to £34,450,000. Under the new arrangement Australia is to contribute £200,000 towards the Australian squadron in her own waters. If there is going to be any bad feeling or bickering over this question, it would really be far better to drop the contribution altogether. I don't say that in any unfriendly spirit, and I am not in accord with certain Members of Parliament and writers in magazines and newspapers, who would dictate to Australia what contribution she should make towards Imperial defence. I think that is distinctly their own affair. Let us never forget that Australia and New Zealand were the first of the self-governing Colonies which voluntarily contributed towards the maintenance of the Imperial navy, and I shall never forget the assistance those Colonies and others gave us in the late war. A payment towards the navy is not the only way in which the Colonies can contribute towards the maintenance of the Empire, and I am convinced that when they are able to do so, both Australia and New Zealand will come forward and take a greater share in the burden.

Earl CARRINGTON, G.C.M.G.: In 1885, when I was Governor of New South Wales, my old friend and kinsman, Sir George Tryon, was Admiral on the station, and he was really the pioneer of this



important movement. George Tryon was not only a very practical and very able man but one of the best and pluckiest of men ; he saw at once that the only way of getting his plan through the Australian Parliament was to have an auxiliary squadron, under the Australian Parliament. Through George Tryon we got the Australian Auxiliary Squadron of the Royal Navy. What are you going to do now ? The Australians are asked to increase their subsidy from £106,000 to £200,000 a year. It is all very well to talk about your millions in England, but Australia is going through a severe crisis at this moment, and you cannot expect a country that is retrenching all round to be as liberal as it was in the days when everything was going well. Now, what do you propose ? It is proposed to have a subsidised squadron for trade purposes changed into a squadron of the English fleet under the absolute control of the English Admiral. I speak under correction, but I don't think you will ever get Australia to consent to it. I think that is the idea the Australians have, that if they contribute to a section of the Imperial Navy, that Imperial Navy should protect their shores and commerce, and that it should not without their consent and agreement (which of course they would not refuse, if properly asked for) be sent helter-skelter all over the world to add to the general hurly-burly. There is much, I think, to be said for that position. The lecturer said a small fleet for local defence is essential, and his fleet if necessary could be utilised. I entirely agree ; I am perfectly certain that Australians, who after all are men of great common sense, if they thought it best for the Empire and best for their own safety that this small fleet should be sent out under the Admiral, would be the first to propose it. The lecturer says that "the Australians' duty is to protect the base"—I don't suppose anybody would object to that—and that "a local fleet is essential to security." I don't venture to give any opinion on details, but I do maintain that the attitude of Australia is perfectly legitimate, and in the best interests of the Empire to which Australia is proud to belong.

Hon. HENRY COPELAND (Agent-General, New South Wales) : I am glad to have the privilege of saying a few words, because while I agree with a great deal that has been said by the lecturer, I disagree with some of his conclusions. It is hardly fair on the part of the lecturer to assume he gives utterance to the voice of Australia. I have lived out there for forty-six years, and I think that a great many Australians will not subscribe to the doctrines he has propounded. There are two phases of this question.

There is the defence of the Empire and there is defence of the Empire trade. Now, when you talk of the fleet or the Empire, you naturally look at the broad ocean, and ask how trade is to be maintained between Australia and the Mother Country and the other countries of the world. If the trade to be considered was merely intercolonial, and the ships hadn't to leave the coasts of Australia, I should agree to a very much greater extent with Mr. Matheson's views. But what are you going to do with those valuable cargoes of wool, gold, copper, and the like, which leave the ports of Australia? No one will dispute that it is the bounden duty of a country to protect its products while they remain in the country. A load of wool coming down from a sheep station is protected by the police, and the same with gold, and the State never raises the slightest objection to expenditure incurred in safeguarding those valuable products on their way to the port of embarkation. Again, the owners of those products don't hesitate to pay a reasonable rate for insurance. Well, I take it that the British fleet from that point of view is a kind of insurance institution, and that if we are willing to pay for the protection of our products on their way to the port of embarkation, we are equally bound to pay something for their protection in transit across the broad ocean. If we did all our trade with the Mother Country alone, we should still have good cause to contribute towards the protection of that trade, it being mutual trade between us and the Mother Country. Mr. Matheson speaks as though it were purely British trade, but I take it that it is quite as much Australian trade as British. But what becomes of the argument when we remember that Australia deals with foreign countries, for we are doing an enormous trade with foreign countries? Ought we to expect the people of Great Britain to pay for maintaining the Navy so as to protect our ships and cargoes while we are dealing with foreign countries? In 1901 Australasia, including New Zealand, did over £27,000,000 worth of trade with foreign countries. Is it fair or honest or reasonable to ask the people of the Mother Country to pay for the protection of cargoes of wool, gold, copper, and tin, that Australia has sent not only to this but to foreign countries as well? I say it is unreasonable. I agree with the lecturer to a certain extent in his view as to the protection of the Australasian coast, and for my own part I should like to see an Australian navy, or rather what I should like to see is Australians being brought up to naval pursuits, which is a different thing. We have some 8,800 miles of ocean fringe, and we have many fine harbours. I suppose you will find more yachts in Sydney harbour

than in any other harbour in the world, and I fail to see any reason why our youth should not be brought up to naval as well as to military operations. It must be admitted that our men have done fairly well as soldiers, and why should they not do equally well as sailors? The way to bring about that result is to make fresh naval regulations, so that ships on the Australian station should be permitted to take our local naval brigades out for a season and put them through a proper course of training. Reverting to my former point, I may mention that our trade with Germany amounted in 1901 to some £5,561,000, and with the United States about £11,000,000, and with France for the same year to about £3,000,000. In all honesty I submit that Australia is bound to contribute a fair quota towards policing the ocean. People seem to think we do wonders in Australia if we defend our own country. Great Britain defends itself too, but she is also called upon to do something more, namely, to protect the whole of the ocean trade of every part of the British Empire. I do submit the time has come and came many years ago when full-fledged States like Australia, New Zealand, and Canada should do something towards relieving a portion of the burden of the Mother Country. Lord Carrington referred to Admiral Tryon as the originator of the system of contribution now in vogue. I would like to correct his lordship on that point, for I claim to have had a word to say on that matter. The person who is now addressing you was, I say, the first to originate the idea either in this or any other country. I will read to you the Resolution I moved on September 6, 1881, in the Parliament of New South Wales: "That, in the opinion of this House, one moiety of the cost of maintaining such of Her Majesty's ships as are in commission on the Australian Station should be borne ratably by the Australian Colonies and New Zealand, in proportion to the estimated population of each Colony." That is the origin of what is now the law. It is true that the Resolution was defeated, but the man who did most to defeat me, Sir Henry Parkes, then head of the Government, six years later brought in a Resolution and founded upon that Resolution a Bill doing the identical thing he opposed me for doing. I do hope the lecturer will take a broader view of the matter. If we wish Britannia to rule the waves we must give her a little assistance to enable her to continue doing so, and I trust when this question is debated in Australia the result will be more liberal than is indicated in the Paper just read.

Admiral the Hon. Sir EDMUND R. FREMANTLE, G.C.B.: I regret I should have been called upon before my friend Admiral

Fitzgerald, whose speech, I am sure, would be more interesting and certainly much more amusing. The lecturer says he is not afraid of criticism even though it should be very caustic. I have no intention of offering any very caustic criticism, but I will take him at his word, and be tolerably free with my remarks. Paraphrasing the lecture, it simply exalts the advantages of local protection and local strength, that is to say the fortifying of the bases, and of local ships which can make short trips and defend the entrances of their ports over the larger protection which might be afforded by the patrolling of the great ocean routes. Although the lecturer produced several plausible arguments in its favour, his contention is not in accordance with the general conclusions which have been come to by those who have most studied the subject. He has been good enough to tell us how much is required from a Senator in Australia. I can well believe. I should be reluctant to venture on saying what I think should be added to those requirements, but if I did so, I should say that one thing he ought to study before addressing us on this subject was naval history. At this late hour I cannot go over all the quotations I had prepared, but I will give one or two. Our naval ancestors at least knew something of what the dominion of the sea meant. We know very well that Drake held that if he had been allowed to go to the coast of Spain again there would have been no Armada. Bacon says, "This much is certain, that he that commands the sea is at great liberty and may take as much or as little as he will." As Raleigh quaintly expresses it, "To entertain those that shall assail us, with their own beef in their bellies, and before they eat of our Kentish capons, I take to be the wisest way." Captain Mahan has been mentioned, and most of you know that eloquent statement of his, "Those far-distant storm-tossed ships on which the Grand Army never looked, stood between it and the Empire of the World." These are dark sayings. It is difficult to get people to understand that what they don't see is powerful. I have commanded His Majesty's fleets at different stations and have had to deal with extremely estimable and clever people, governors, ministers, and the like, but I scarcely ever met with one who did not think his safety lay in seeing a gunboat or a small vessel before his door. I would mention one particular instance in which there was a neglect of sea power, and which I don't think is to the credit of this country. It occurred in a reign when things were left very low, but I hope we may appreciate the value of the incident now. In the reign of Charles II. they bethought them of what was a very excellent way. It was extremely expensive to fit out a fleet,

They were at war with the Dutch, but what matter if they put up a few guns at Harwich, Chatham, and Sheerness; they would save the expense of a fleet, and so De Ruyter came up the Thames and the Medway, and such a catastrophe and disgrace occurred as fortunately has never been repeated since. I would like to read to you what Sir George Clarke says. He is now Governor of Victoria and one of the best authorities I could quote. Sir George Clarke says: "The first postulate of Imperial defence is therefore a navy able to keep open communication. A trade which must continue during war can be protected on the sea alone, and fortified harbours, never of first-rate importance to the British Nation, have lost value in proportion to the necessity for the sustained movements of the Mercantile Marine. The Empire is a proof that in the past the Navy was able on the whole to guard the ocean highways." A word about myself. It is stated by the lecturer that I have asked for 160 more cruisers. I did not say they were required for the defence of our shores or even for the defence of Australian shores. I said this country was so entirely dependent on the free ingress and egress of exports and imports that I considered it was necessary to insure their safe conduct and arrivals, as the Americans say "beyond a peradventure." I did not say Australia would be in real danger even with our present Fleet. I do not doubt the patriotism of the lecturer, nor object to the view that Australia should to a great extent provide for its own defence. If the opinion of the Australian statesmen and people be that they can defend their harbours and bases, if they will provide the cruisers and think they will be sufficient defence, leaving to the British Fleet the task of endeavouring to keep the command of the seas and to let trade go backward and forward freely, I should have no objection, only I am afraid their defence would be very weak and that they would find it extremely difficult. As far as expense is concerned I think Mr. Matheson is ludicrously under the mark. I do not deny that you can build a cruiser for £800,000, but the lecturer supposed they would be leased to them by the Imperial Government. Yes, but you would have to pay a percentage. A little further on he talks of £150,000 and of vessels which would catch ocean greyhounds of the Germans, which go twenty-three knots. That, I say, is ludicrously underestimated. Sweden has a very small Navy, but her estimates are about £600,000 a year. You may observe that a new South Atlantic squadron is to be formed. As regards the defence of Australia, and still more as regards trade, on which Australia depends as much

as anything else—her trade amounts to about £145,000,000 a year—I would rather depend upon the South Atlantic squadron than on the lecturer's elaborate scheme of local defence.

Lord LAMINGTON, G.C.M.G. : Before alluding to the very interesting Paper allow me to cavil at one remark made by Lord Carrington. He does not think that Australia would agree to the abolition of the restrictive clause in the existing Naval agreement. I will tell him my own personal experience, which is that my own Government were perfectly willing to have that clause struck out, and such confidence have I in the common sense and patriotism of the Australian people that I believe if the matter were expounded to them by men imbued with true patriotic ideas of empire, if it were explained that by allowing the clause to remain you diminish the effectiveness of the Australian squadron by perhaps one-half,—such confidence I say I have in the Australian people that I believe that clause would very soon disappear. Mr. Matheson referred to the question of the protection of the shores of Australia. There seems to be some confusion here. I understand the idea of the lecturer and of Captain Creswell to be that you are to establish an Australian squadron for that purpose. This should be strictly for the protection of the shores and including of course protection to the floating commerce within striking distance of the shores. That a squadron of say five ships could ward off an enemy that might attack the commerce approaching any portion of the 8,000 miles of Australian coast line is a hopeless suggestion, whilst at the same time the evils of a divided command would be created. Captain Mahan has clearly shown that it is impossible to lay down geographically where the enemy's fleet may require to be met. How then can Australia help in bearing her share of the Naval burden in addition to the defence of her shores? I think Lord Brassey has advocated that by far the best form of help Australia could give us, a form also that would meet the Australian desire to become seamen, would be to establish some system by which those men who prove themselves to be efficient when inspected by the Commanding Officer on the Australian waters, men who have been trained in these local defence vessels, should be given a retaining fee and form a reserve which in time of war we should have the right to call upon to serve on board H.M.'s ships of war at the same rates of pay as our own bluejackets and to fight alongside them. That is by far the simpler scheme. You would thus have men who would be trained to a certain extent on these defence ships, men who could fight a gun, and who knew something of seafaring life,

and who would be able to render excellent service in time of war. I believe this scheme reconciles far better than any other the objections that have arisen to other proposals, and at the same time would supplement our deficient *personnel*. Admiral Fremantle has referred to the need of artificers and the like, but I should have thought that these would be among the men who would probably come forward.

Hon. Sir HORACE TOZER, K.C.M.G. (Agent-General for Queensland): I hesitate addressing the audience on a purely technical subject. It is true I am in sentiment and in fact an Australian, and that for eight years I was concerned in the charge of naval affairs. At the same time I do not feel able to advise you as to the naval defence of Australia. I gauge the Australian policy from what Australia has done, and not from what Australia now threatens to do. In 1867 the delegates to the Colonial Conference came to a certain agreement which was ratified, and still exists. The Admiralty, naturally thinking they wanted something more when that arrangement is expiring, made certain further proposals. We had recently here the constitutional head of the Australian Government, supported by his Minister for Defence, one of the most reliable men in Australia. I need only draw your attention to their utterances, and to the fact that they have agreed to submit a proposal for the increase of the existing subsidy to £200,000 a year. Sir John Forrest also spoke in this city and in America in a manner quite at variance with the Paper. These are the constitutional channels through which we should expect to derive the true Australian opinion. If the lecturer had had as much to do with this particular subject as I had, he would hesitate before treating the many objections now raised as matured public opinion. I went into Parliament on this very subject. A party arose in Queensland in 1868 and opposed the ratification of the first Conference agreement, calling themselves the great national party and styling the bargain infamous. This caught on with a great many people, and the consequence was that this party was put into power with a majority of forty-eight to twenty-four. Three years afterwards the leader of this party joined us and became Treasurer, and the first thing he did was to ratify the agreement and the great national party disappeared, and with them the ironclads. I think Mr. Matheson would realise, if he had had my experience, that much of the objection to what Sir Edmund Barton did in this matter is superficial and unreal. I know the cost of ships and the cost of maintaining ships, and that there is

one fatal objection to the proposal of Mr. Matheson, which is that the Commonwealth has not now the money to get ships or to keep them. They are at present practically limited to one method of raising revenue, the Customs and Excise. Their hands are quite full for the next ten years, as we know on the authority of the Prime Minister, and though twenty-five years hence this excellent idea of Australia defending her own shores may be realised, it must now be deferred till Australia has put her house in order and settled her domestic affairs, then probably will arise a strong sentiment for an Australian navy, including possibly ironclads of her own; till then the only thing is to accept the Conference decision as the best temporary arrangement, for failing that it means that Australia will either be altogether undefended on the sea or that like Canada she will expect the British taxpayer to bear the whole cost, alternatives I feel sure responsible Australia will never submit to.

Vice-Admiral C. C. P. FITZGERALD: I do not propose to interfere in a family quarrel. It seems to me that the crux of the question has been rather missed; it is whether Australia is to begin to have a Navy of her own, and to take a personal share in the defence not only of her own shores but to go elsewhere; but, as we know, she would not keep the ships in her own waters when "the row" was going on anywhere else. The question is the provision of the nucleus of an Australian Navy, and although I do not know much about Australia it seems to me that there is a very strong feeling that she should begin to have a Navy of her own. One can quite understand this idea of personal service, and the feeling that to have a little thing which you can call your own is much better than to have a share in a bigger business which you cannot call your own. As Touchstone said to Audrey, "'Tis a poor thing, but mine own." Now the first Australian Navy would be a very poor thing, but their own. It would come to vigorous manhood, but if it does not have a beginning I do not see how it is going to get on. No one can doubt that twenty-five years hence Australia will have a Navy. Why not start them, and let them have the money now given to us, a very small drop? Why not start the Navy, even a gunboat in which they can train their men? I think that is the true policy to be pursued. I sincerely hope the manhood of Australia will insist on giving personal service, and I cannot doubt they will be as ready to go to any part of the world and fight the battles of the Empire as they were in the case of South Africa.

Lord BRASSEY, K.C.B.: Having received the training of a Colonial Governor, I feel it extremely difficult to say anything in



the way of criticism of a Paper written by the representative of Australia. I remember very well on the morning before I sailed for Australia I had the great pleasure of spending an hour or two with Mr. Chamberlain, and I received counsels from him as to my course of behaviour when I arrived in Australia, which I appreciated very much. One piece of advice was, praise everything you can conscientiously praise and admire in Australia, but if you see anything which does not commend itself equally to you, be silent. I may honestly say I saw nothing which called for silence, and I was constantly praising everything I heard and saw. I am in that mood of mind this evening in regard to this excellent Paper. At the same time I feel the utmost deference for the distinguished Naval officers who have addressed us, and I really dare not say anything they would not like. I thoroughly accept the principle which they are always, and I am sure quite rightly, inculcating, that the best method of defence is the offensive defence. I thoroughly believe it is not open to question that the best way of preventing an attack on the shores of Australia is to have a strong force near at hand which will deal effectively with any possible enemy in European waters. But, on the other hand, if our fellow-subjects in Australia are sensitive with regard to the means of local defence in case they are threatened by an enemy I cannot forget that it has, as I understand, always been held to be a vital principle in the naval policy of our country that we must hold the command of the Channel, and I also remember that during the war with Spain the people of the United States were extremely sensitive with regard to the local defence of their harbours, and I believe the council of advice which dealt with the distribution of the fleet during that war took care there should always be some ships of war on the coast of the United States. I suppose we, who may consider ourselves to be representatives of the statesmen at home, must recognise this principle of action; we must recognise, in dealing with the question of co-operation on the part of the Colonies with the Mother Country for the defence of the Empire, that we must take assistance from them in the form they are prepared to offer it. They have given us already very valuable assistance—its value has been recently recognised in an able Paper by Admiral Fitzgerald—I mean the assistance they have given in the form of very powerful fortification of our naval basis in Australia; that is a real help. Then an agreement was wisely made at the recent Colonial Conference for the enlistment and efficient training of naval militia; if that scheme is carried out efficiently, I am sure that also will help us very much.

The lecturer somewhat lightly, and this is the only word of criticism I will offer, contemplated the possibility of the creation of a powerful fleet out of Australian resources. I believe I share the opinion of all who have spoken in thinking that the day is far distant when the resources of Australia will be sufficient for such a purpose; but I am sure when such a fleet is created, if the sentiment of unity then exists as I confidently believe it will, that fleet will always be found on our side. As to the question of contribution, we shall be very glad to receive a liberal contribution from Australia within the limits of her ability towards the enormous expenditure we are incurring on Imperial Naval defence; but we can hardly look for this contribution until some scheme of representation has been devised. I confidently believe such a scheme will some day be devised; in the meantime we have to expect that a contribution in money of sufficient amount to be of any real value to us is hardly to be expected, and therefore for my part I am glad to receive help in the form of naval harbours, militia, and the like, and possibly some day in the form of ships, believing that whatever naval or military forces Australia can create for its own defence will always come to our help and be used on our side when the occasion arises.

Colonel R. H. VETCH, C.B.: I congratulate Mr. Matheson on having put before us so ably what I may call the other side of the question. One has heard a good deal said and well said on the Admiralty side, and it is always desirable to hear the other side well put as it has been to-night. Before, however, dealing with the main subject of the lecture I may, perhaps, be permitted, as an old Engineer officer who was for some time associated with the defence of coaling stations, to make some observations on what the lecturer has said about the Australian fixed defences. While I am glad to find he appreciates fully the importance of the positions of the two coaling stations, the one Thursday Island, on the north-east of the Australian continent, at Torres Straits, and the other Albany, on the south-west of King George's Sound, I hope he will pardon me for pointing out that in his remarks about the object of defences at Thursday Island he seems to be labouring under a misapprehension. He said, after speaking of the great convergence of traffic at Prince of Wales's Channel, "Thursday Island, however, even if efficiently armed could not control the channel without the assistance of a naval force of some sort." Of course it cannot control the channel. It would be impossible for any fixed defences to do so. Besides, Thursday Island lies to the

south of Hammond Island, while Prince of Wales's Channel lies to the north of Hammond Island. The gun-fire of the defences does not in any way command the Channel. Thursday Island is a defended coaling station in close proximity to an important converging point of sea-borne trade, and as such is adequately armed for the purpose. Again, the lecturer seems rather to disparage the fixed defences of Australian ports. But both Sydney and Melbourne harbours have formidable defences and strong armaments, ample for their purpose. Some think more than sufficient. As to ships lying off Botany Bay and bombarding Sydney, I think, speaking from memory, that they would be at least six miles away and under fire from shore defences. Botany Bay is itself defended to prevent a landing and an attack on Sydney from the flank. Having made these few criticisms upon some rather technical details, for which I must crave your indulgence, I should like to say that I have received considerable enlightenment as to the point of view taken, I understand, by many Australians on the naval question. On the one hand I do not think the lecturer states the Admiralty case quite fairly in the propositions he has submitted as stating their case, and on the other hand I can find little to object to in his own first four propositions. A very general impression has existed that what the Australians wanted was an independent squadron to be at their beck and call for the defence of Australia against organised attack, and that the squadron should never leave Australian waters. It is almost unnecessary to point out that it is precisely against organised attack that the British fleet is prepared to guarantee safety to Australia, but that such safety is more likely to be obtained by a naval action, perhaps thousands of miles from Australia, than in Australian waters. It is well, therefore, to have this misapprehension removed. But let us go back to the origin of the Colonial defence question. It is forty years ago since the House of Commons passed a resolution, which was accepted by the self-governing Colonies, that such Colonies should undertake the main responsibility of providing for their own internal order and security and ought to assist in their own external defence. The British troops were then gradually withdrawn. In 1877 and 1879 Sir William Jervois made his proposal for the fixed defences of Australian ports, basing his scheme on the principle that the British Navy undertook the protection of the British Mercantile Marine generally, and also of the ocean routes, the Australian Colonies providing at their own cost the local forces and fixed defences for the immediate protection of their principal ports. Each harbour, so protected, was to

become, when required, a base for the action of British war-ships, and at the same time be secured by the fixed defences from the attack of such cruisers or armed merchant ships as might not have been intercepted by the British fleet. This view was endorsed by the Royal Commission of 1882, presided over by Lord Carnarvon. Clearly the assumption has hitherto been that the Admiralty will be responsible for the protection of sea-borne commerce. The question now raised is, as I understand the lecturer, that the Commonwealth Government should take the responsibility as far as Australia is concerned, by means of a squadron of their own, officered and manned by Australians. The arguments advanced are : (1) Suspicion as to the ability or willingness of the Admiralty to do the work efficiently ; (2) The training of Australians as men-of-war-men, which it is alleged can only be done in a separate squadron on account of the large wages they get ; and thirdly the sentiment of the Commonwealth. Are these reasons sufficient for creating a divided responsibility ? I think not. I think the lecturer takes too narrow a view of Imperial interests. He has wisely not dealt with his propositions 5 and 6, dealing with contributions from the Colonies to the Mother Country for the Navy ; but I should like to point out that the plea against such a contribution which he puts forward, viz. that the benefit derived is accidental and that the Mother Country must keep up her fleet whether Australia existed or not, is hardly a generous way of putting it. The mother is too fond of her children to take such arguments seriously. It is her pleasure as well as her duty to defend them at her own expense, and with all her forces, until they are able to help. When that time has arrived then she should first call them into her councils and they should take their share of the burden of defence in proportion to their wealth.

Mr. J. CATHCART WASON, M.P. : I speak not as a Colonial Governor or distinguished Admiral, but only from the experience of a humble settler for many years in New Zealand ; from that point of view I cordially dissent from some of the principal conclusions Mr. Matheson has laid down. The problem does not in my judgment resolve itself into the choice of one of the two conclusions at which he arrives, viz. : that between a subsidised British squadron under Admiralty control, but confined to Australasian waters, and an Australasian squadron manned by Australasians and under Australasian control, and I trust that the average Australasian will endorse neither of the very unsatisfactory solutions suggested. The future sketched by Senator Matheson does not appeal to me.

All his arguments tend towards selfishness and separation of joint interests. It would be just as reasonable to suggest that a New Zealand squadron should defend New Zealand, a Western Australian squadron Western Australia, a Victorian squadron Melbourne, a Queensland squadron Brisbane, a New South Wales squadron Sydney, and a Tasmanian and South Australian squadron Hobart and Adelaide, as to accept his suggestions for Australasia's defence. Our fleet is the great bond of the Empire, and the more powerful that fleet is in any quarter of the world, the greater the security to Australasia's shores and Australasia's commerce. I am sorry to see in a Paper which contains much that is admirable the somewhat sneering reference in the almost final paragraph to the inadequate supply of trained seamen: Great Britain has all she wants and a goodly stock to draw from. Australasians can employ themselves far more profitably than by playing at being a sea power; they have work to do on their farms, and by practising riding and shooting, sports and exercises which do not interfere with their ordinary pursuits, they are doing that which is likely to prove invaluable as a training for the military defence of Australasia and of the Empire. Australasians are born horsemen, the best men in the world on the backs of horses, and thoroughly at home with them. In every sense of the term, they would be emphatically at sea in the engine-room of a gunboat, or doing duty aloft. No Australasian squadron that Australasia could in the least afford to pay for could defend Australasian shores, or Australasian commerce, against a third-class European Power, or against China or Japan, and I hardly think that Australasia would for long endure the idea that a subsidised squadron under Admiralty orders should be confined permanently to Australasian waters. That principle carried to its logical conclusion would involve incalculable chaos, discord, and foolish expense. Concentration, the power of attacking suddenly, quickly, and with irresistible force, will decide the next naval war. In the event of war, commerce will for the time be paralysed. Who will think then of business, when the life of the nation is at stake? In my opinion, the only defence scheme worthy of consideration is that so ably elucidated by the late Admiral Tryon, whose mind, only looking at the result of war, urged most strongly that Australasia's defence lay in the Imperial Navy and in Australasia's sons and daughters, in their patriotism and bravery and the impossibility of any force from a far-distant base invading the country while the navy held command of the seas. To the cost of this Imperial Navy all parts of the Empire should contribute. In the not-far-distant future the

British taxpayer may have it continually put before him in the following manner: "Our men, our money, have made Australasia what it is. We have handed over to a mere handful of Colonists absolute self-government, absolute independence; we have at the same time handed over magnificent territories of fertile lands equalling in extent the United States of America, capable of enormous development, capable of supporting millions of people. Are we always to bear the burdens of the defence of this great independence, while it practically contributes but a trifle towards the cost of its own defence?" The dissatisfied taxpayer of the United Kingdom may some day answer in a way that will not contribute to the maintenance of the Empire or to the peace of the world. I trust and believe Australasians are proud of the great fact that as part and parcel of this Empire, while a man is left in England, while a ship of war is afloat, our interests are identical. Australians say, While we are rich in land, cattle, and sheep, we have but little realised wealth; our resources are largely pledged and are every day being still further pledged for the construction of railways, irrigation schemes, tramways, harbours, public works of all descriptions, which in older countries are undertaken by private companies, and at the moment our finances prevent us from contributing a reasonable proportion of the cost of defence needed. However, in the near future, I trust and believe it will be incumbent on Australasians to take up the burden. The Right Hon. Joseph Chamberlain is one whose words carry great weight, which we must all admit, however some of us may differ from him in some respects, and it will be an ill day for us, and an ill day for the Mother Country, if we neglect his weighty words of warning at the Imperial Conference, "But now that the Colonies are rich and powerful, that every day they are growing by leaps and bounds, their material prosperity promises to rival that of the United Kingdom itself, and I think it is inconsistent with their position—inconsistent with their dignity as nations—that they should leave the Mother Country to bear the whole or almost the whole of the expense."

Mr. A. H. LORING: I desire to congratulate the Council on having secured such an exceedingly useful Paper as that which we have heard this evening. It positively bristles with controversial points, with many of which it would evidently be highly interesting to deal in detail, but at this late hour this would clearly be impossible. I shall touch on one point only, and that a comprehensive one. Mr. Matheson claims that his argument in favour

of a local navy for Australia is based upon the statements of Imperial officials, naval and military, authorities upon the subject of defence, and he has cited many of these, going back long years in order to do so. He has, however, failed to bring his quotations up to date, and I think in dealing with a subject like defence, the conditions of which are constantly changing, the more recent utterances are likely to have the greatest value. In a Memorandum which was laid before the Conference of last year, Lord Selborne, the First Lord of the Admiralty, writing as the official mouthpiece of the highest naval opinion, expresses himself as follows :

“ The sea is all one, and the British Navy therefore must be all one ; and its solitary task in war must be to seek out the ships of the enemy, wherever they are to be found, and destroy them. At whatever spot, in whatever sea, these ships are found and destroyed, there the whole Empire will be simultaneously defended in its territory, its trade, and its interests. If, on the contrary, the idea should unfortunately prevail that the problem is one of local defence, and that each part of the Empire can be content to have its allotment of ships for the purpose of the separate protection of an individual spot, the only possible result would be that an enemy who had discarded this heresy, and combined his fleets, will attack in detail and destroy those separate British squadrons which, united, could have defied defeat.”

It seems to me that by virtue of its date and of the authority with which it is made, this statement must supersede all those which have been made use of by Mr. Matheson in his Paper. Allusion has been made by several speakers to the alternative question of contribution from the Colonies to the maintenance of the Royal Navy. As this is a question with which my name has recently been connected in newspaper controversy, it might have been expected that I should say something upon it. I should have been glad to do so had the hour permitted ; but I am the more reconciled to silence upon this point because everything that I could have said has been far more effectively and far more strongly expressed by the Agent-General for New South Wales and others with whom I am glad to find myself in such complete agreement. I have not, at any time, ventured to say more than that an opportunity should be given to the Colonies to contribute to this great object of common necessity ; I have urged that they should be invited to do so. Mr. Copeland has, however, gone further than this, and has declared that it is the duty of the Colonies to contribute their share, and that they will undoubtedly do so. No one has asked or desired more than this.

Dr. G. COOKE ADAMS (Victorian Navy) : Having been connected with the Australian Naval Forces for nearly twenty years, I think I am qualified to speak with some confidence of the feelings which have existed among Australian Naval men, and which have led up to the patriotic feeling that they should take part in defending their own country, with their own Navy and under their own control. What Australian seamen have felt up to the present time is that they have not had any encouragement whatever at the hands of the Imperial Authorities in providing facilities for training efficiently the local Naval Forces. For instance, about seventeen years ago I remember Lord Brassey paid a visit to Australia, when his Lordship inspected the Sydney Naval Brigade, which mustered over 1,000 men ; to-day this fine force has dwindled down to about 500. These men have had no ships to train upon, having to use improvised barges fitted up for the occasion, since the Admiralty sold their only available training ship many years ago, while in sight of them are the very ships towards whose subsidy they are contributing, and which were partly intended for this purpose, one or more being half their time laid up in reserve in Sydney harbour. The same applies to other States, as regards numbers, only their Governments have provided better means of training by supplying local ships of war. In Victoria, we never see a ship of the Royal Navy except for a visit during the Melbourne Cup week. Under such adverse conditions we have trained local naval forces, and at a few days' notice were able to send to China contingents from New South Wales and Victoria, and a South Australian cruiser, the "Protector," manned entirely by men from the local naval forces, which forces were reported upon by Imperial officers placed in charge to be efficient and in every respect equal to the men of the Royal Navy. Yet what was the reward meted out to these men on their return from China ? The Admiral in command of the Australian Naval Station in his report to the Federal Government recommended that the Australian Naval forces be abolished, and to trust to Imperial ships subsidised. We say the Admiralty have not done justice, and we feel that we have to take the matter in our own hands. What we want is to provide ships and men, in lieu of a monetary contribution, towards defending our own country and floating commerce. We want to take a front part and man our own ships for this purpose, not merely act as a reserve, which term implies inferiority. We don't want to sever our connection from the Imperial Navy, but our ships and men could act as a Reserve to the Imperial squadron located in Australian waters in war



time. In conclusion, I venture to ask what would have been the consequences had Australia—and I might say Canada—offered a monetary contribution towards the late South African war in lieu of trained forces?

The CHAIRMAN: I will now ask you to give a vote of thanks to the lecturer. We must all feel indebted to him, not only for his valuable Paper, but for having elicited such a valuable discussion. I am afraid I might get into hot water if I were to give my own opinion on these matters, but I may say I do think some arguments against the Paper did not go quite far enough to demolish some of the contentions of the lecturer. I think most of you will agree that, rather than have any difficulty or friction, we in Britain should prefer to give up taking the contribution; but I am sure that won't be necessary. If we are to have Australians in the Navy, there is something to be said for getting them in the way which suits them best.

Senator MATHESON: I should have liked to review all the objections which have been urged against my Paper, but obviously that is out of the question at this hour. I quite agree that the Paper has given rise to a most interesting debate; I feel I have got off uncommonly well, because I knew the views I was going to express were not popular in London, but I could not help that. There are just one or two points to which I will allude. Some of the speakers have travelled into a different sphere from the one with which my Paper deals; my Paper expressly disclaimed any intention of dealing with broad Imperial questions, which would require a paper to themselves, and cannot be dealt with lightly in a sort of general way by simply making statements which are not supported by evidence. Every statement I made was supported by expert evidence, and by the instructions we have received from the advisers which have been placed at the disposal of Australia by the British Government. I am very sorry that advice, especially in regard to an Australian fleet, which as I pointed out to you has been impressed on us from the beginning, differs from the advice which other experts would impress on you to-night; I am not responsible for that. Mr. Wason would have you believe that New Zealand does not want a fleet of its own; well, I have been speaking for Australia. It would almost appear from what he says that the people of New Zealand can only bucket about on horses and crack stock-whips. If they have no other aspirations beyond that I deeply regret it, but I should have thought that the people living in those two islands would have had aspirations of a more

maritime kind. Yet the representative of the Orkneys would have us believe they are absolutely devoid of maritime spirit—that is not the case in Australia; we are most anxious that our fleet should take its proper share in the naval defence of the Empire. If you will read the Blue Book dealing with the question of the subsidised squadron you will find one thing all the representatives of Australia laid stress on was the insertion of a clause restricting the movements of the Australian squadron from Australian waters. It is no use for Mr. Copeland and Sir Horace Tozer to get up and say “This is a minor matter.” It was the very base of the whole agreement, as a reference to the Blue Book will prove conclusively. Just to show the loose way in which some gentlemen come and talk about these matters, I would refer you to one statement by Sir Horace Tozer—an astounding statement—to the effect that in the raising of revenue we are limited solely to the Customs. As an Australian Senator I assure you that is not the case, and that the Federal Government have the fullest power of raising taxation in any direction they please (“They have not.”) Until now they have restricted themselves to Customs, but they have the most ample right to raise money in any other direction they think fit. (“They cannot tax land.”) The gentleman who interrupts is absolutely mistaken. They can tax land to the fullest extent they please. I am particularly anxious to make that clear because it affects the value of the securities which sooner or later the Federal Government will have to offer for your subscription. It is astounding that a man like Sir Horace Tozer should get up and make a statement such as that, honestly believing it is true, simply from want of proper information. I will now ask you to give a vote of thanks to the Chairman for presiding.

The Motion was agreed to and the Meeting then separated.

## SIXTH ORDINARY GENERAL MEETING.

The Sixth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, April 7, 1903, when a Paper on "The State in relation to Trade" was read by Benjamin Kidd, Esq.

The Right Hon. Sir. George T. Goldie, K.C.M.G., a Vice-President of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 29 Fellows had been elected, viz. 5 Resident, 24 Non-Resident.

### Resident Fellows :—

*T. Ross Burt, B.E., A.M.I.Mech.E., Ven. Archdeacon Charles L. Dundas, M.A., Charles A. Hoather, Rt. Rev. Bishop H. H. Montgomery, D.D., Arthur G. Wright.*

### Non-Resident Fellows :—

*Henry Douglas Allen (Rhodesia), Albert J. Bert (Cape Colony), Graham T. Blick, M.R.C.S., L.R.C.P. (Western Australia), Charles J. Broster, J.P. (Cape Colony), George H. B. S. Charters (Gold Coast Colony), Charles L. R. P. Coussey (Gold Coast Colony), Ernest Davidson (Gold Coast Colony), George H. Gasson (Cape Colony), Hon. Thomas C. Harwood, M.L.C. (Victoria), John C. Hills (Transvaal), Capt. J. Viner Johnson (Orange River Colony), A. Charles Lorena, L.R.C.P.E., L.R.C.S.E. (Sierra Leone), F. Wallace Mackenzie, M.B., C.M. (New Zealand), William Merrick (Natal), Leonard J. Muss (Gold Coast Colony), Paul Pollitzer (Cape Colony), Harry Shirley (Cape Colony), Charles F. W. Struben (Cape Colony), Thomas Taylor, C. H. Tiffin (Cape Colony), Sidney N. Valentine (Gold Coast Colony), G. W. Webster (Northern Nigeria), James Whitelaw (Natal), James E. Williams (Cape Colony).*

It was also announced that Donations to the Library of books, maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN: My next duty is to introduce to you Mr. Benjamin Kidd. That is a purely formal matter; for, no doubt, he is better known to you than his introducer. As the author of "Social Evolution," he struck a note in this country, some nine years ago, which we are not likely to forget. He followed that by

another work, "The Control of the Tropics," and he has recently published a third work, "The Principles of Western Civilisation." Mr. Kidd then read his Paper on

## THE STATE IN RELATION TO TRADE.

It is necessary that I should offer an apology in addressing an audience like this on such a subject as national trade. It is composed of many who possess a far larger experience than mine of the practical side of trade relations, both colonial and international. The interest which has attached to the subject of late, and the many aspects in which it cuts deeply into social and national problems, must be some excuse for venturing before you this evening.

### THE MAGNITUDE OF BRITISH TRADE.

The question of state policy in relation to the trade of the British Empire has been discussed with increasing interest of recent years in the British Colonies. Nowhere, however, I venture to predict, is interest likely to be more marked in the future than amongst the population of these islands. To put the questions arising out of it in proper perspective, it is desirable to get some idea of the character of the issues. The vast bulk of the trade of that small portion of the world comprising the United Kingdom is certainly noteworthy. For 150 years, down to the present time, it has been practically a continuous growth. During the last few years we have been engaged in an expensive war, the supposed effect of which in crippling our trade has often been deplored. Yet the period from 1899 to 1902 has not been one of retrogression. It has rather been one of exceptional expansion in the history of British trade. In 1892 the total of the exports and imports of the United Kingdom was £715,000,000. In 1899 it had reached £815,000,000. In 1902 it touched £878,000,000, the highest figure ever reached.

The details of this trade are no less remarkable than its total amount. Europe is for the most part protectionist. If, however, twelve of the principal countries of Europe are taken, it is important to notice what a prominent place Great Britain occupies at the beginning of the twentieth century in the commercial relations of all of them. In the year 1900, in the returns of no fewer than eight of them—namely, France, Germany, Norway, Sweden, Denmark, Italy, Spain, and Portugal—the United Kingdom stands at the head of the list as the principal trade customer. In three cases the United

Kingdom occupies the second place on the list; and in the case only of Belgium does it fall to the third in order. Taking the continent of Europe as a whole, it may be said of the countries composing it that of their external trade with the whole world one-fifth is done with the United Kingdom.

Looking farther afield, the position of British trade is more striking. In nearly all the States of the South American continent Great Britain easily heads the list as a first customer. Nor does this leading position vary under different circumstances on the other side of the world. In the year in question, not only was Great Britain the first customer of China, but the trade of China with the United Kingdom exceeded the total of its trade with all the rest of the continent of Europe. In the Australasian Colonies £65,000,000 out of a total of £165,000,000 represented trade with the United Kingdom. In India the proportion was represented by £62,000,000 out of a total of £146,000,000. Lastly, in the United States the United Kingdom stood supreme over every other customer. Out of a total external trade of £475,000,000 the share of the United Kingdom was represented by £150,000,000. The figures given relate to the trade of the United Kingdom only. But the trade done by foreign countries with the other States of the British Empire goes to largely augment these totals. For instance, in the case of Germany the total trade done with the United Kingdom was valued at £79,000,000. In addition to this, however, the trade done by Germany with the other States of the British Empire reached to the considerable total of some £22,000,000, raising her trade with the British Empire, as a whole, to over £100,000,000.

In dealing with the question of the relation of the State to this trade of the British Empire, it seems to me important to keep thus in view at the outset its world-wide character. Politicians may say as they will as to the questions which exercise the general mind in the current affairs of the time. But no one who has got a grasp of the meaning of the real forces which are shaping modern development can have any doubt under one head. It is trade, and in particular this British trade, which constitutes the most important international factor in the world at the present day. All the larger inter-state issues, all the leading questions of internal social development at home, have their roots in it. We have heard a great deal lately of the expansion of the United States and other countries. But it is well to remember when we come presently to deal with the future, that it is British trade which has built up the United States in

the past and which still in large part sustains their prosperity. During the twenty years ending 1901 the sum paid by Great Britain to the United States for imports, principally of agricultural produce, reached the enormous total of roundly £2,000,000,000, or some two and a half times the national debt of the United Kingdom. There is no other item in international trade which at all approaches this in magnitude. It is hardly possible for the mind to obtain any adequate grasp of its effects, direct and indirect, in the development of the world. It is this trade with England, as spread over the nineteenth century, which has peopled the North American continent, built its railroads, financed its commerce, created its industries. Take British trade as an international factor out of the world during the nineteenth century, and the United States would be still a seaboard fringe of settlements with a waste and undeveloped continent behind them; and you would have put back the internal and external development of every important state in Europe to something like the position of fifty years ago.

It is, I think, because of facts of this kind that you may notice of recent years the paralysis which occasionally seems to affect the minds of those who attempt to deal with the trade policy of the British Empire as a whole. The interests involved are so vast: it is like the paralysis which affects the minds of the masters of modern armies. And naturally so; for the peoples who sit in the centre of such a system of trade as the British Empire implies, with such a reserve of still undeveloped resources in the background, hold the future of the world in a grasp such as no military conqueror has ever held it. If the policy of the State can make or mar this trade in the future—as it undoubtedly can—then great is the responsibility which lies upon those who will have to shape and direct it in the century which is before us.

#### BRITISH FISCAL POLICY OF THE PAST FIFTY YEARS.

If one follows the trend of public opinion abroad, there may be noticed a growing impression in other countries that a change is gradually taking place in the fiscal policy which the United Kingdom has followed for the past fifty years. How far is this true? If it be true, in what direction is the change in progress carrying us? It cannot be doubted that the standpoint of the State in relation to trade and industry in this country has very considerably changed since the middle of the nineteenth century. At home the questions raised by the extension of municipal enterprise alone carry us

altogether out of the region of the ideas of fifty years ago. We have created a Commercial Intelligence Department of the Board of Trade. We have equipped the State with powers in connection with industrial disputes. There is decided evidence from many quarters of a demand that, both nationally and internationally, the State shall do a great deal more in the interests of industry and commerce than in the past. We have recently had many important conferences between the United Kingdom and the States of the Empire on trade questions and trade policy. We have had of late the request, influentially put forward on behalf of trade, that there should be in England as in other countries a formally constituted Ministry of Commerce.

These tendencies have been reinforced by another set of changes. The feeling as to the ultimate tendencies of trade following its own devices, uncontrolled and unregulated, is not the same as twenty years ago. The rise of "rings," and still more so the rise of vast monopoly concerns, tending to count capital in hundreds of millions, has introduced a new influence which has undoubtedly begun to make the consumer feel uneasy. The operations of these concerns tend to overshadow even those of the State. Yet they are not controlled, like the operations of the State, by the electorate. They are even sometimes practically managed and directed from foreign countries.

As regards matters that go deeper, the change in attitude has been more significant. It was one of the familiar ideas of the middle of the nineteenth century, that with the policy of free exchange in all commodities, including human labour, the different States of the world would resemble the different provinces of a great empire. Some ten years ago the late Charles Pearson sent a cold shiver down the back of the people of this country by calmly contemplating, as the legitimate result of such a policy of free exchange, a world principally peopled by the Chinese. The economic activities of the Chinese were, he considered, destined to undersell those of the white races. The latter should therefore, he thought, prepare themselves for the inevitable transition. The decided change which is taking place in the attitude of democracy to the teaching in the past which allowed of this forecast is unmistakable.

Lastly, it is undoubted that in the sentiment of Empire prevalent of late a similar change is to be distinguished. There can be no doubt as to the significance of the spirit which has recently led Canada to give preferential treatment to British imports, and in response to which South Africa appears now to be moving in the

same direction. It was a surprise to me to find the considerable strength of this spirit in the minds of public men, both in Canada and South Africa when I visited those countries. It is the questions behind these changes, questions which the general mind seems to be proposing to itself, that mark the transition. Even if trade does tend to make the States of the world but different provinces of a great empire, is it, it seems to be asked, of no importance what standards shall rule? Is it really a matter of indifference what races and peoples of the world shall be increased? Have not the principles of our civilisation some meaning? Do not the standards of living and of labour, which have been won for the world with such effort in our own past, count for something? The British peoples have recently—and rightly or wrongly as it may be—spent some £300,000,000 in three years to change, according to their standards, the innate tendencies of things in South Africa. They have done it by the crude arbitrament of war. Is there not therefore some serious element of incongruity in the teaching of the past that suggests that not a finger should nevertheless be lifted to control, according to the same standards, the innate tendencies of trade. The question, I take it, to which we have to attempt some answer this evening, is how far have the tendencies which suggest such a state of mind a permanent basis? Is the fiscal policy of this country for the past fifty years itself a policy of transition? Is it destined to undergo further development?

#### THE ESSENCE OF ENGLISH FREE-TRADE POLICY.

It has been, as a rule, a great drawback in discussing the fiscal policy of a rapidly developing entity like that of the States comprising the British Empire, that the history of the free-trade movement in England has been to a considerable extent party in character. It is one of the great advantages in addressing an audience like this, representative of the British Colonies, that one may be allowed to stand aside, for a moment, in a position entirely detached from current controversies in England. What, therefore, as viewed from this standpoint, may we consider to be the principle of the free-trade fiscal policy of England which is destined to endure?

I think a Colonist never gets to the bottom of the meaning of the existing fiscal policy of the United Kingdom until he goes through a certain mental process. To understand the position in this country he must set clearly before him the picture of the two great opponents in the struggle between what is called, in England, free



trade on the one hand and protection on the other. In nearly all the States of the world the question of protection has mainly centred round manufactures. In England it has centred round something far more immediately vital—food, and behind this raw materials. In Great Britain, if you look back through the literature of the free-trade struggle, you will find that it is always one interest that has been principally attacked. This has been the landed interest. You may observe how that, down to the present day, in England it is always this interest which is suspected of a strong leaning towards protection. The position of this interest in the middle of the first half of the nineteenth century was a remarkable one. I may be excused, perhaps, for a moment, in presenting it to you in a few words, just as it has been described in a pamphlet of the Cobden Club. At the time in question "wheat was totally prohibited from entering the United Kingdom until the average price throughout the country had reached 70s. per quarter. When the price exceeded that figure importation was allowed at a high duty decreasing to 5s. 2d. per quarter when the current price reached 85s. per quarter." The net effect of this Corn Law was that "it gave the landlords a monopoly of the wheat trade up to 70s. per quarter, and afforded no effectual relief till the price reached 85s." Under Corn Laws of this kind, after a deficient harvest in England wheat sometimes rose to 108s., 104s., and even 112s. per quarter; and bread riots, often dispersed by force, were no uncommon accompaniment. Here you had the position. It was one of monopoly. On the one side an industry protected in its monopoly by law, on the other side the consumer. Imagine to yourself now the great and representative protagonist on the other side of this drama of trade in England. The staple manufacture of England throughout the nineteenth century has never varied. It has been cotton. In the year 1901, out of total exports of £280,000,000 of British and Irish produce, the exports of the cotton industry, if we include its subordinate branches, were over one-fourth, or not far short of £80,000,000. The exports of no other single industry at all approached this in amount. It is necessary to reflect what stands behind these figures. No cotton is grown in the British Islands. It has to be brought from the ends of the earth. The greater proportion of it now comes from the southern United States. This cotton is worked up in England and the products are once more sent abroad to nearly all the countries of the world. They bulk largely in the trade of the United Kingdom with most States. Picture to yourselves, therefore, the position of such an industry in England. It

has had to maintain itself at every point for a century past just as a live flame maintains itself. You may imagine how inevitably the leaders of the cotton industry became the leaders of the people of England against a monopoly which raised the price of food. Lancashire was the home of the cotton trade in England. It was the millions of Lancashire who led the people of England against the monopoly which taxed their food. Manchester was the centre of the cotton trade. It is Manchester which has stamped its name on the school of thought that produced the fiscal policy of the State which is still with us, and which grew out of the agitation for the repeal of the Corn Laws in England.

If you analyse the free-trade movement of the past in England you will therefore, I think, find it yields one clear principle. Its kernel is unmistakable. It represents over and above everything else the principle of antagonism to monopoly in trade and commerce. It has used the principle of free competition and free imports as its weapon in the fight against monopoly in trade throughout the world. The literature of the Cobdenite movement in England, even as one reads it now in the publications of the Cobden Club, is instinct throughout with one spirit. It is the spirit of the fight against the despotism of monopoly in trade.

#### THE CHANGING BASIS OF COMPETITION.

In attempting to thus put before you the essence of the free-trade policy of England in the past, and to define the principle of it, which is permanent and enduring as antagonism to monopoly, we are brought up with this question: Where is this principle of antagonism to monopoly in industry and trade now carrying us? For answer to this question I will ask you to look first of all at the United States. Here at the outset I will venture also to ask you to allow me to differ from an impression of that country which is often to be met with in these discussions on trade. The United States is generally spoken of as a protectionist country. When we so speak of it we are of course thinking of its relation to ourselves, and in particular of its attitude to our own manufactures. But there is another and a larger aspect of the case. In virtue of the free exchange of an inter-state commerce carried on in the United States, between nearly 80,000,000 of people distributed over an area stretching from the Atlantic to the Pacific, it would be more correct to describe the United States as the leading free-trading country in the

world. It was one of the arguments of John Stuart Mill in favour of free trade at the beginning, that the country which produced thus on the widest basis of free exchange, and for the largest market, would take the lead in industry. It is in this light, as the largest free-trade area in the world, that we must regard the United States in discussing present-day tendencies. The United States is the country in which the principle of unrestrained competition in trade has had the widest scope, in which it has been carried farthest, and with the least possible fiscal or other interference from the State. What, therefore, has been the result of fifty years of such a state of internal free trade and free exchange in the United States? The conditions that have prevailed seem to me to be resulting in the growth of a system of monopoly in trade vaster, more permanent, more highly organised, and already more intelligently systematic, than has been known in the world before. It is often said in this country—said, I am afraid in many cases, without due inquiry or consideration—that the combine system in the United States is the result of the system of protection against imports. After study of the question, both in this country and the United States, I confess that I cannot see good reason for agreeing with this view. If you were to level every fiscal barrier at every frontier throughout the world at this moment, you would not have taken a step to abate in any degree the combine system as it is now growing up in the United States. On the contrary, you would rather have taken a long step towards facilitating the aims and towards furthering the growth of that system of monopoly-control in trade, in the meshes of which the trader and the consumer throughout the world are being gradually entangled.

The true explanation of the system of combination and monopoly-control in trade and production as it is now developing in the United States is, I think, much simpler. It is that the system of unrestrained and unregulated competition has carried with it from the beginning the tendency to combination and monopoly as an ultimate phase. And this characteristic result has naturally developed itself first in the country where unregulated competition has had the freest scope, where its basis has been widest, where production has been on the largest scale. It has arisen first, that is to say, in the United States.

Do we therefore see a new and larger struggle opening before us in trade, a struggle in which the same spirit of antagonism to monopoly which formed the essence of the free-trade movement in England in the past is likely to become again engaged? And if

such a development is before us, what part in it are the States which compose the British Empire destined to play? As to the future of Rings and combinations in trade and in the production of the world, there are at present various opinions. The late Abram Hewitt of New York, a man of wide experience of American conditions, with whom I had the privilege of many conversations on the subject when I was in America four years ago, held a view which is now often repeated in the United States. He thought that ownership in these combinations would in time become far more widely distributed than it is now and so neutralise popular antagonism to them. I think, however, that after consideration we must set aside this view. The essential feature of combines is not so much monopoly-ownership as monopoly-control. Another view is one now often expressed in England. According to this view it is not admitted that monopoly is an ultimate phase of uncontrolled competition. It is asserted, therefore, that Rings and Trusts will in time break up of their own weight. I do not feel myself able to agree with this opinion. The tendency of capital in the future will be not only towards combination but towards organisation. And organisation must win in the end. There is no more reason to expect that in existing conditions the world should continue to consist of an indefinite number of small competing industries than that it should be comprised as in the past of an indefinite number of small competing States. The future is with the big organised State, and for the same reasons it will be with the big organised industry. I think that you will see combines go through the usual phases of growth. You will doubtless see them form and often break up. But you will also see them, under the conditions that prevail, continuing to re-form on a more permanent and ambitious basis, strengthening themselves, learning by the mistakes of the past, stretching their organisations over the world, and gradually enveloping to an increasing degree the consumer and trader in their operations.

Take the instance of the United States Steel Corporation. It is difficult for the average mind to realise what a pervading influence it already is, not only in national but in international affairs. Consider its capital, already running into many hundred millions sterling; its hold upon so vital an industry as the iron and steel trade; its organisation stretching daringly out towards the key-position of monopoly—the control of the great lines of communication of the world. Consider finally its successful position, even as against the State, in bidding for and in subordinating to its service the best brains and ability of the community. We need not stop

to consider even whether it succeeds or fails in permanently consolidating its position. For one thing we may see to be already undoubtedly true of it—it marks a stage of advance in a growing movement.

Take, again, the Tobacco Trust which has recently established itself amongst us in England, as part of a world-wide organisation. The fight was long and full of determination on all sides. The successful organisation abroad was not undertaken till the Trust had achieved domination in America. Then came the over-sea campaign in which the recent incorporation of the British rival of the Trust was an incident. It has been recently stated by an American writer that the Tobacco Trust to-day commands the trade of virtually every country in the world save those in which the business is a Government monopoly. The aggregate capital of the companies comprising it has been put at \$400,000,000.

The magnitude of the operations of the International Mercantile Marine Co., the combine which has recently merged British lines and aimed at control in the Atlantic shipping-trade, is no less remarkable. Its combined ocean-going tonnage, Commander Kelly of the United States navy tells us, already surpasses that of any maritime nation, Great Britain and Germany alone excepted. The company, we are informed, is organised under American laws, is controlled by American capital, is managed by a general directory of which the majority is American, and has its principal offices in the United States.

In the defence of all these concerns the greatest pains are taken to explain to us why they should not be regarded as monopolies. The writer just quoted tells us, however, that in the Atlantic shipping-trade it is out of the question to construct within a reasonable period a fleet of equal size because the building facilities do not exist. "Many years would have elapsed before a fleet of similar strength and earning capacity could be put afloat." There we have the position clearly in sight—organised and firmly established monopoly on a gigantic scale.

That the tendency described is a general one beneath the surface of trade to-day will suggest itself to most here present. At recent meetings of Chambers of Commerce in England, the conditions under which British shipping has thus been passing under the control of combines has been a general subject of discussion. Last time I was at a meeting of this Institute in this room the burning topic of debate was the effect on South African freights of the Shipping ring which has controlled them, and the duty which

it was considered the State owed to trade in the matter. The cotton industry of Lancashire is beginning to feel uneasy as to the tendency of the conditions under which the bulk of the raw material it uses is now produced and controlled in the southern United States. The pooling arrangements by which the southern railroads have interfered with the free shipment of cotton have recently been aimed at by law in the United States. Mr. Duncan Matheson, speaking recently in Manchester, quoted the year 1902 as the most discouraging and unprofitable of many years in the industry. He knew, he said, of nothing so important to it as the movement now on foot to extend the cultivation of cotton in British Colonies. Lord Avebury, the other day, referring to the move by which the control of British shipping in the Atlantic has recently been acquired by a foreign corporation, offered us the consolation that at all events such foreign ownership would render our food-supply safer in case of war. We should have the same consolation, and even in larger measure, if all our industries and even England itself were owned abroad. But, if I mistake not, it is not even our food-supplies in time of war, so much as our general supplies in time of peace that will give most concern to the consumers and traders of this country in the immediate future. Nothing has been more astute in these recent moves than the attempt of the leaders to concentrate public attention on the position in time of war. It is not the position in time of war, but the normal situation in times of peace that the brains that have engineered these organisations of capital are concerned with.

The strength of the position occupied by combines must always be remembered. They tend more and more to represent organisation in production. The claim is quite justifiable which is put forward on their behalf as to the great gain which they represent in their earning power through the organised control of production and, in the second place, through the savings effected by the abolition of wasteful competitive charges. But behind all this there lies the immovable ultimate fact that they stand for monopoly; that they represent monopoly-control on the largest possible scale and where it is exercised with the least possible check from those most vitally concerned. There is only one power in the background that will, I think, eventually successfully meet them. It is that of the consumer and the trader themselves organised in the interests of free competition, in the only way in which effective organisation is possible—through the State. You will have noticed that it has been the action of the State in this country which has furnished the only slight

check which has been suffered in the organisation of the combine of the Atlantic shipping-trade. You may have observed, in passing, how it is only in the countries where the action of the State has been encountered that the full tide of the success of the Tobacco Trust has fallen short. It will be known to many here how, even in the affairs of the South African shipping-combine discussed two meetings ago in this room, the really effective move which has taken place beneath the surface has been the action of the British South Africa Company. This Company, which may be taken as representing the State, took a move which changed the situation by simply supporting on their own account an outside competing line, the position thus created being subsequently reinforced by the action of the home Government.

#### THE NEW POSITION OF THE BRITISH EMPIRE.

It is at this point that I want to ask your attention to the very important position upon which that entity of States called the British Empire is now beginning to enter. I think, if you have followed me so far, that you will not have mistaken me in two respects. I have tried to put before you what I conceive to be the unhealthy influences with vast resources on their side which are now organising themselves towards monopoly-control in trade and production. In the second place, I have endeavoured to make clear to you, and even to emphasise the ground of my belief, that the one factor in trade and production which will be all-important in the future is organisation. It is organisation which will eventually win in the world.

Out of the great development of trade in the nineteenth century there are emerging into sight three principal competitors in the immediate future. In the foreground there is the world-wide system of British trade which we have ourselves built up. On one side of us there is in sight the system which has now its real centre in the United States. On the other side there is the system of the German empire. The peculiarity of these two existing competitors of British trade is that they each of them represent organisation. What is more, they represent two distinct developments in organisation. In the United States you have the development in which unrestricted competition has run riot and passed rapidly—and it may be beyond the control of the political community—to the stage in which the prize of organisation, already almost within its reach, is monopoly. It is the very law of the being of these American

organisations that they will endeavour to draw our industry and production closely within the range of their operations. It is also undoubtedly a fact, from the nature of our trade and the character of our fiscal system, that we even offer peculiar facilities to their aims. But it will be an evil day for British trade should any large measure of success attend their efforts in this direction. The great danger with which British trade is threatened from the United States at the present time is not so much from an invasion of American manufactures. If we meet the situation, we have, I think, little to fear in this respect. The real danger, the danger to which we lie peculiarly open, is that of our industries being drawn deeply into the organisation of trade and production now proceeding outwards from the United States.

That is one side of the position. In Germany we have a competitor of a different type. Here the keynote of the system of trade is also organisation, but organisation largely directed by the State. When every allowance is made for all that has been said on the other side during recent years, nothing remains more remarkable, or even more impressive, than the continuous expansion, during the last two decades, of German trade. In 1886 the total trade of Germany was valued at £294,000,000. Fourteen years later, in 1900, its total was £519,000,000. If we were to credit to Germany the trade of Holland and her colonies, the combination would represent a vast system of commerce and production. However benignly as a free-trade nation we may regard German trade, it remains, however, an exclusive system, and one which stands for other ideas than ours in the world. But two elements of strength it possesses: it offers great inherent powers of resistance to the tendencies which are now proceeding from the United States; and, in the second place, it stands for organisation.

Between these two systems there lies now the greatest nascent possibility of the time—that of the British Empire. Will it achieve itself? Will it learn the lesson of organisation as the first and urgent requirement to retain to us in the future the fruits of that policy of antagonism to monopoly which made us in the past? It was the men who gave us the doctrines of the Manchester school, when the time was ripe in history, that laid the foundations of modern trade. It was the peoples who expanded the principle of antagonism to monopoly in trade into a great ethical principle in politics, that created modern England. Will the same peoples at the right time in history once more apply that principle, and expand the British Empire into the British Common-



wealth? This is the problem which lies on the knees of the future. It will be, I think, the great test of our people in the times that are before us.

#### A BRITISH COMMONWEALTH.

What are the first practical steps in organisation? Every organised unity of peoples rests, in the first place, upon its roads. One of the first steps now overdue to be taken by the States comprising the British Empire is to obtain control in the interests of trade of their own sea-roads. It may be possible in the future for the States comprising the British Empire to actually own their lines of communication. There would be great advantages, and personally I should like to see it. But at all events the control and the organisation of the great sea-lines of communication along which the currents of British trade flow, and the standardisation of the rates of freight thereon, ought to be one of the things immediately aimed at. The far-seeing moves in international trade are already all aimed at obtaining the master positions in this respect on the chessboard of the game. In connection with such a policy we ought to have the same urgent hand of centralised organisation laid on the railway system of the United Kingdom at home. The position of these lines in relation to the ruling facts of international trade-competition has now become one of paramount importance to the nation.

Another leading requirement in the organisation of present-day trade is an effective and world-wide Intelligence Department. Not a system of intelligence served haphazard; but one composed of a staff of men whose profession and life business it should be to serve it exclusively. There is no reason why the intelligence department of such a national system of trade as ours should be considered by the State as second in importance to the intelligence departments of the Army, the Navy, or the Diplomatic Services. The standpoint which places our trade services at a long interval below those of the executive government, diplomacy, and the fighting services is an entirely false one. It belongs to another age of the world's development. Our trade is the breath of our nostrils. It is the very bread of the Man in the Street. The day may possibly come when we may have a great trade without a great army and a great navy. The day will never be when we shall have a great army and navy without a great trade.

The foregoing, however, only lead up to a third matter. We have recently had the announcement of the formation in this

country of a Council of Imperial Defence. Besides such a Council, more than such a Council, we want a Council of Imperial Trade with far wider powers and more effective representation than anything as yet attempted. We want a Council which would draw not only on the nation but on the Empire for its best material. We ought to have a Council of Imperial Trade able to meet the Pierpoint Morgans of the world on something like an equal footing. It should be able not only to deal with questions practical and technical as between departments of trade, but to hold before it those larger issues of trade in general in which the whole community is concerned, and in which the future equally with the present is important. It should be a Council which should set before it as a fundamental principle of its policy the fact that our world-wide empire is founded on trade and that it must be maintained by trade. It would therefore understand that the ideal of 100,000,000 white population within the Empire is not only a higher ideal but a more practical and important ideal in every sense, offensive and defensive, than even the most perfectly equipped fighting organisation.

There is another matter. Perhaps you will think me a trifle revolutionary in putting it forward. But I propose it in all seriousness. We talk of the British Colonies and of the British Empire. Why do we retain these names? In the United States one of the taunts daily levelled against Canada in the press is that she is a "Colony"—a colony being a state which has not reached the age of discretion, an infant in leading-strings. None of the full-grown States which comprise the British Empire are in this position. Certainly Canada is not. If we are to retain our position as a free-*t* de people we must, in the present tendencies of the world, consolidate and organise the broad economic basis which we have in the States within the Empire, with some degree of intelligent anticipation of the future. We must think of what we are to be, as well as of what we have been. Canada is already a great State, and yet she is only beginning to be peopled. Within a dozen years she will be competing even with the United States in the export of wheat. In South Africa men are talking of a population of 10,000,000 whites as within the not distant future. Great Britain is still growing healthily. Ireland may have again a population of 8,000,000. Possibly there are some in this room who may live to see, as I have said, a white population of 100,000,000 within the Empire. Take in addition the probable 400,000,000 of other races, with every

variety of climate and every kind of production, and you will see what a position we have to organise and consolidate. It is in relation to such an ideal that the permanence and importance of the work recently done by the Colonial Secretary and the High Commissioner in South Africa will be judged in the future. We have the Dominion of Canada; we have the Commonwealth of Australia; we are to have the Commonwealth of South Africa. If we are to carry the principles which have guided us in the past into the future, if we are to respond to the clear call upon us in the tendencies in economic and in political development which I have attempted to describe to you, there is only one name for us all as there is only one policy for us all. We must be the British Commonwealth. Sir George Goldie, I have done. This is not a convivial gathering. If it were there is one toast, ladies and gentlemen, I should propose to you, a toast I hope and trust will one day, and all round the world, follow the toast of "The King." It is "The British Commonwealth."

#### DISCUSSION.

The CHAIRMAN (the Right Hon. Sir George T. Goldie, K.C.M.G.): I now beg to propose a hearty vote of thanks to Mr. Kidd for his most interesting paper. He commenced with some unnecessary words of apology for addressing us on the subject of national trade. It is true that Mr. Kidd made his first appearance as a philosophic writer; but in passing from philosophy to trade and finance, he is probably, unconsciously, only following the example of an illustrious predecessor, Adam Smith, who, though now chiefly known by his "Wealth of Nations," made his first reputation by a psychological work of the highest order, "The Theory of the Moral Sentiments." I am glad that Mr. Kidd has now taken up the practical and every-day subjects of trade and fiscal matters. These subjects are so complex, so sensitive and so dependent on each other, that we can hardly have too much discussion upon them. We must be content to listen even to views that we do not share; and it may be that after having listened to them and considered them, we shall adopt them. Now, I admit that fifty years ago, in the early Victorian age, individualism ran riot. Even those of us who believe it to be the steam that supplies the work of the nation will agree that the spirit of *laissez faire, laissez aller* was carried too far at that time; and I have not one word to say against that tendency towards State control in the interests of the public about

which Mr. Kidd has spoken. But while I share many of his views, and while I wish to express my special agreement with all he has said on the subject of trusts and rings, there is one point in his address about which I am doubtful, and that is where he suggests that the State should organise or administer steamship lines, railways, or other of our national industries. Perhaps Mr. Kidd might say that our system of Government could be altered, but I fear that under our present constitution, under our existing system of Parliamentary Government, it would be fatal to allow the State any part in the organisation or administration of our great industries. The reasons for this are not far to seek. Our Government is divided into two branches, the political and the permanent. Looking back on the ministries which have existed during the last half-century, I see that, on an average, ministers occupy the same offices for about four years. It is impossible that, during so short a period, a minister, harassed with political work, can master a business, as a professional organiser like Mr. Pierpoint Morgan masters it. Moreover, he is compelled to modify his departmental Bills to meet political exigencies. He is obliged to make many appointments for party reasons. He does not willingly dismiss incompetent or ineffective subordinates; for when he does dismiss them, an outcry is immediately raised in the House of Commons. Take a sample of State administration. You remember the report, recently issued by the Clinton Dawkins Committee, on one of our great spending departments, the War Office, which the State must administer. That Committee declared that the only hope was to try to raise the system nearer to the level of that of any well-managed private business. This being the normal state of affairs, as long as our Parliamentary Government works in the way it now works, it seems inadvisable to put into its hands any private business whatsoever. The objections to State organisation and administration do not apply to State regulation: because this can be conducted by the permanent officials of the Government. But they are not fitted for the organisation and administration of businesses, for several reasons. They have not supreme control. Their careers are dependent on their political chiefs. Most of them have had, for twenty or twenty-five years, as subordinates, to check their individual impulses, to sink themselves in their offices, and to become wheels in an iron hierarchy. This undoubtedly tends to make them, when they attain high rank, less fitted to take responsibility. Some years ago, I was speaking to a high permanent official about something I wanted him to initiate to meet an

abnormal situation, and he said, "Initiate! I have never been taught to initiate." The true business of the permanent hierarchy is to control, and that business they do admirably. It is possible that Mr. Kidd may be able to point out some way in which the objections to which I have alluded may be overcome. But, even so, we should have to act with caution. For individual initiative has created the extraordinary American enterprise of to-day. It was individual initiative that was so valuable in our Colonial soldiers in South Africa. It was individual initiative which created our huge trade, and put us in the vanguard of the commerce of the world. Individual initiative, to a large extent, built up the British Empire in Asia, America, and Africa, and started those great colonising companies which had so much to do with the founding of Australia and New Zealand. I am quite willing to see extended Government control exercised in the public interest, provided nothing is done which will, in any way, tend to damp down the individual enterprise of our countrymen. For, if it were so, bad as may be the effect of these American Trusts on our trade, bad as may be the overwhelming of some of our industries by these huge combinations of capital, the remedy might be worse than the disease. Remember the stake we have. Mr. Kidd has pointed out that the growth of our trade for the last century and a half has been practically continuous; that, even during the three years of the South African War, there was no retrogression, but, on the contrary, extraordinary advance. Our stake is enormous, and should make us exceedingly cautious. But I admit that a policy of inaction under new conditions may be as dangerous as a policy of reaction. I hope, then, that Mr. Kidd will not rest upon his oars. Discussion on these points is vital and essential, and we shall be the better informed, if he and others will press views on the public from every point of the compass of political economy.

Sir W. McMILLAN, K.C.M.G., M.P. (Commonwealth of Australia): I think whatever criticism we may direct against the Paper, we owe a great debt of gratitude to Mr. Kidd for his able and suggestive address. As an Australian, I feel how much we owe to public men in England, especially those outside the political arena, for their contributions to political thought. With us in Australia unfortunately, a great deal of such discussion is confined to the floor of Parliament House, and to the papers, but in England when you have a great and burning question which is beginning to agitate the people, you have a perfect flood of literature in the monthly journals and in papers from your philosophical students of public

affairs and from many other sources before any question is decided ; also, before you deal with it in that light-hearted manner in which we make experiments in the Colonies, you know exactly what you are doing, and public opinion is thoroughly matured. I therefore thank Mr. Kidd for his address. Certainly it has been an address very largely of a non-committal character. It has been largely suggestive, and does not indicate very clearly the lines upon which he would proceed in altering the great constitutional position which has been held by England as a practically free-trade country for the last fifty years. He certainly gave us some concrete views towards the end of his address, and so far as anything which can be done to create an Intelligence Department for assisting commerce, or by giving education to the people of a commercial character, so as to put them on a level with Germany and France, I cordially agree with him ; but, when we come to another point of view, it seems to me we are in danger of giving up good old political economical principles, simply because we think they are not applicable to the new conditions of the Empire. It is well those matters should be thoroughly threshed out. The two points to which Mr. Kidd seemed to refer, but on which he did not give his opinion, were, first, the presumed necessary interference at times of the State in trade affairs, and next whether the fiscal policy of freedom, which has made this country the first among the nations of the world, may have to undergo some kind of change in view of the new relations of the Empire. The Chairman has said the principle of individualism was carried too far in the middle of the last century, and I agree that we can carry that principle too far, but in some cases the principle of *laissez faire* has had great national results. It was that principle on the part of English Statesmen, the leaving alone of the Colonies, the leaving to the intelligence of your fellow-citizens the mode in which they would develop their country and their constitutional rights, it was the adoption of that principle that gave you the Colonies of to-day. As regards the great question of State interference, I don't think anybody can dogmatise. When anyone asks me am I a believer in State interference, my reply is that Governments under normal conditions should not interfere more than necessary with the private affairs of people. But I want your concrete cases. I say that the onus is on those who desire to extend the functions of the State, to show that under the peculiar conditions that interference is desirable. In Australia, being a new country, with little capital at times, and with an enormous territory of which the

State is landlord, it was necessary to introduce railways under Government control. But there is one point where we must differentiate from those who desire an Imperial system of State socialism. Any project of State should affect the whole people. Take the question of railways. When the State in Australia created this great system of railways, it did not create that monopoly for one set of people or another, but for the whole people of Australia, and under no condition should the State interfere, unless that interference is essential to the benefit of the people as a whole. We are of course now face to face with problems which we have never had to face before. We have had dreams of Imperial Federation which have been nebulous and in the air, but with the establishment of the Commonwealth of Australia and the Dominion of Canada, and in the near future the establishment of another federation in South Africa, we shall be face to face with the question of Imperial Federation. But while being open-minded to deal with the new conditions, while watching with the utmost care every development in the near future, we ought to be careful that we don't allow the Imperial idea to be used as a lever against well-experienced principles. In the course of this paper Mr. Kidd said: "There can be no doubt as to the significance of the spirit which has recently led Canada to give preferential treatment to British imports, and in response to which South Africa appears now to be moving in the same direction. . . . It is the questions behind these changes that mark the transition." Questions do lie behind them, and the question the people of England have to consider is whether the questions that lie behind them are not questions which would practically revolutionise the whole system of British trade. England is a very small country, small in area as compared with those other countries which have peculiar fiscal systems. She has become commercial mistress of the world. A few years ago she had probably 75 per cent. of the whole carrying power of the world. We must be careful that in any proposal to improve the position of the British Empire as a whole to unite by commercial bonds different communities in all parts of the world, we do not introduce any system which, while appearing to anneal more closely those different communities, may at the same time strike a blow at that world-wide trade and commerce which makes Great Britain the centre of the greatest commercial power in the world. There is, of course, this wonderful difficulty in modern life—unregulated competition. To get away from this competition, and to produce a sound system of organisation, these great combines have

been instituted, and no doubt Mr. Kidd and other thoughtful men are watching closely the probable outcome of these combines. At the same time we don't know much yet as to what the result will be. There is great difference of opinion as to how these different combines will result, and we must be careful therefore in coming to any definite decision as to how the difficulties should be met. I agree with the Chairman that there is a great difference between controlling, under proper Governmental usage, certain matters of trade and commerce and, on the other hand, interfering with the industrial life of the people. We ought to feel that the intelligence of the people which has built up our present civilisation, and to which we owe our present greatness, is far better fitted to consider its own real interest and the interests of its own people than any Governmental department. Therefore, while I sincerely thank Mr. Kidd for his suggestive Paper and hope we shall hear more and more from him in the course of the development of these great questions, I do feel as a free-trader and as a member of the Australian Commonwealth, where the conditions are very different from the conditions of other parts of the Empire, we must be very careful before, in order to make closer this union (which must come sooner or later, for I believe in some sort of political union throughout the Empire), we must be careful, I say, in our endeavour to create that union, to go very slowly and cautiously, and to see that we do not revolutionise by our proposals the whole position of affairs, the old position of individualism, free trade, and liberty of the people, which has done so much to create this great Empire.

Mr. EVELYN CECIL, M.P. : I am glad to have the opportunity of taking part in this discussion, and to follow with a few comments on the exceedingly interesting and incisive analysis Mr. Kidd has given us of the situation in respect of the State and trade. I quite agree with him there is much that can be done, and that the position of the United Kingdom has somewhat changed in the new circumstances. He has traced the original history of free trade as it was explained by the Cobden Club. He has shown that under newer circumstances the United States is the largest area where that free trade has scope, and that that is the very ground where these combinations of trade have the freest growth, and mostly threaten our ascendancy. He has told us, further, that there are now three great competitors. The United States, with the monopoly-control and combinations; Germany, which is counteracting it by a force of organisation, with the assistance of the State; and the trade of Great Britain, which stands between the two. He was



too cautious to say which he thought would win in the long run, but perhaps I am right in presuming he thinks we have a very good chance of winning if we take a few hints from both countries. The practical suggestions he made interested me very much. He recommended what I have had the honour of advocating in the House of Commons—a Council of Imperial Trade. I think that is an extremely desirable body to institute, and that it would largely enable us to carry out with more careful supervision the Commercial Intelligence Department, which at present is in a subordinate position. He further recommended us to turn our eyes to the State control of some of our transit services. Like you, Mr. Chairman, I feel rather doubtful as to the advisability of the State launching out into large systems of steamship ownership. It would no doubt require an enormous amount of money to build sufficient fleets to carry mails or trade along all our main lines of communication throughout the world. If you are to have State ownership of steamship lines you are striking at the root of that hitherto traditional policy of English statesmanship, that you are always to encourage individual enterprise as much as you can. There is much more to be said perhaps for the suggestion that the State should in some measure control freights. We want each portion of our Empire to be connected by close trade relations, and that cannot be done unless the freights for carrying the trade are reasonable. I am certain there is nothing contrary to our free-trade doctrines in advocating such a proposal, and in taking a leaf to some extent out of the trade book of Germany, which grants special facilities, with cheap through preferential rates, from one inland portion of Germany to the inland portion of another country far away. Already in this country the railways are allowed to carry at a higher charge per ton per mile for a short distance than for a longer distance. What I want to urge is that the Government should encourage cheap through preferential rates by ocean and rail transit to various portions of our Empire. That is a feasible reform by means of State control of an Imperial kind, which at the same time unites us with our Colonies and does not infringe any doctrine of free trade. I believe it is one of the most practical modes of uniting us with the various portions of our Empire.

Sir VINCENT CAILLARD : While I shall venture to put before you a few considerations which may not be altogether in accord with Mr. Kidd's views, I wish at the outset to say I recognise to the full the comprehensive grasp of the subject which he has shown in

the Paper which he has read to us to-night. First as to his remarks on the effect of British trade during the past fifty years on the general progress of the world. His assumption on that head is, I think, rather a large one. I believe that all that can fairly be said is that but for British trade the world might not possibly have progressed so fast, that it might have progressed on different lines—perhaps on lines not so good. But on the whole I agree that we have good reason for congratulating ourselves on our past achievements. I agree also that there is a growing impression abroad that a change seems likely to come upon our fiscal policy, and, I may add, a growing impression at home that we ought to examine trade questions more closely than we have done in the recent past, and to ask ourselves whether we are not, as is sometimes said, adhering to mere shibboleths, and whether our free-trade policy is really based on eternally invariable truths. The questions put by Mr. Kidd lead us directly into the very heart of this question. “Even if trade,” he asks, “does tend to make the States of the world but different provinces of a great Empire, is it, it seems to be asked, of no importance what standards shall rule? Is it really a matter of indifference what races and peoples of the world shall be increased?” The fact is that it is so far from being a matter of indifference what nations shall increase and what standards shall prevail, that it is the opinion of every nation that it itself should increase, and only its standard should prevail. Do we think that of our own nation? I think that undoubtedly we do. We have recently, as Mr. Kidd very justly pointed out, spent three hundred millions of money and undergone all the labours and sorrows of a great war in order to impose our standards on South Africa. The crucial question, then, is, can we by continuing our policy of the last fifty years maintain our position in the front rank of nations and cement the Empire we have founded into one homogeneous whole? It is to be remembered that the conditions of to-day are different from those of fifty years ago. Acquired or natural advantages are rapidly disappearing, and so far there is no sign of other advantages to take their place. This leads me to the subject of trusts and combines, which, no doubt, to some extent, are capable of being formed in a free-trade country, and which, if the whole world were free trade, might assume, given sufficient capital and organisation, a magnitude hitherto undreamt of. But I do not agree with Mr. Kidd that, as constituted in the United States, trusts could exist without protection. Their existence there depends on a careful manipulation of prices, which would be impossible if competing commodities at competing prices could:

penetrate the fiscal wall which guards them. A practical proof of this is the abandonment by President Roosevelt of Tariff Reform. The effect of trusts in other markets than the home market is to depress prices below the natural level, and in time they might thus ruin a free-trade nation. It is very often contested that it is possible for trusts to sell continually at a loss abroad, but those who say that have regard only to one side of the question. A trust may sell at a large profit in its own country, and divert part of that profit in such a way as to enable it to seize foreign markets and crush out competitors. This effect is scarcely more than commencing to be felt now, but it is to be feared that it will grow, and it is a danger which we must meet, armed at all points. I entirely agree as to the importance of our sea routes, although I rather think that if their security is absolutely assured by an invincible navy it would be better to leave the organisation to private hands. I do not think the management of the Government would either increase their efficiency or decrease the expenses of management. I also agree that it is of great importance that we should have an Intelligence Department for trade. On the other hand, I do not quite see how a Council of Imperial Trade is to act practically, and I wish that upon this point we might have some further explanation from Mr. Kidd; I might then understand that it would be an excellent thing to establish for the British Commonwealth. Personally I believe the solution of many of these questions is to be found within the confines of our own Empire, and that we should be content at present to concentrate our efforts towards converting our Colonies into provinces of one Empire, our own, while preserving the hope that the millennium hinted at by Mr. Kidd may ultimately come to pass, and regretting that for countless ages to come it cannot be a matter of practical politics.

Mr. C. WALEY-COHEN: I think we ought to be grateful to Mr. Kidd for having boldly faced an unpopular problem with such honesty. I take it that what Mr. Kidd advocates is in the first place State control or State interference with the steamship companies, and secondly State interference with trade. He has put before us the exact position of British trade, and has explained that we have to face two competitors, Germany and America, and he has described the ruling principles of trade in those countries. As I understand, he advocates that we, in England, should depart from our present principles, which have proved so successful, and imitate, perhaps not slavishly, but to some extent, the principle adopted by our rival, Germany. As to a Commercial Intelligence

Department, I cannot imagine any form of commercial intelligence emanating from such a public office which would be used by any firm of merchants. Suppose, for instance, the office announces that there is a demand in some place for a certain article. If this information is spread abroad amongst all merchants, is it likely that anyone will go where he is certain of having to face keen competition? I think that it would be very difficult to frame the principles on which such commercial intelligence could be usefully supplied. There is one other point to which I should like to refer. Mr. Kidd says that in America, Trusts have grown up under free trade. In one sense that is true, but in another sense I should like to submit that it is hardly a fair statement of the conditions, because in America these trusts have come into existence under State interference. The history of the Standard Oil Company is the history of an industry fostered into a monopoly by the manipulation of the law.

Sir FREDERICK YOUNG, K.C.M.G.: I propose at this late hour to offer only one or two remarks with regard to the remarkable and philosophical paper to which we have listened. I appear before you as a son of a man who took a most active part in the great controversy, fifty years ago, between free trade and protection, both in his place in Parliament, as well as in his capacity of Chairman of the Association for the Protection of Native Industry, and his speeches and writings of that day show how earnestly, though unsuccessfully (as one of its leading representatives) he conducted that famous campaign. I have no desire to go into the questions raised in controversy now, but I congratulate Mr. Kidd on the extremely ingenious suggestion he makes when he asks whether the fiscal policy of this country, then inaugurated, is not in a state of transition. I am quite content with that suggestion. I was myself brought up in the atmosphere of individualism, to which our Chairman alluded just now, and I have always been one of those who felt that that characteristic is one of the influences which has made our nation as great as it is to-day. I think that Government interference should be in the direction of control alone, and not organisation, as suggested; because organisation, in my opinion, ought to be the task of the people themselves, and we should only demand the assistance of the State when it is absolutely necessary to do so. The Chairman referred to the foundation of much of our Colonial system through individualism. I happened to take an active part, now many years ago, in the foundation of the Colony of New Zealand, and the result of that great effort in

colonisation is, I think, a triumphant proof of the immense success of individual enterprise. The great leader in that movement and the founder of the Colony, as we all know, was the late Mr. Edward Gibbon Wakefield. One word with reference to a remark of Sir William McMillan. He spoke of Imperial Federation as having been hitherto somewhat nebulous, and as I am one of those who, according to his definition, have been rather in the clouds in regard to that question, I am very glad to hear from him that he thinks the time has begun to arrive when it may come down from the clouds and become a question hereafter for solution in practical politics.

Mr. KIDD: I thank you very much for your vote of thanks. It is a matter of great satisfaction to me to find that the Paper which has been read has been so well received. It is, I am afraid, a little revolutionary in some points, but I am glad to find that on the whole the criticisms may be more or less summed up in a general warning that, as the British people have been very successful in the past, it is necessary to be careful before we go faster. On the whole, that is very good British sentiment, which all will more or less agree with. Personally, I must say that I think our free trade policy in the past has been right on the whole. There is a great deal to be said against free trade even by a convinced free trader like myself. For instance, free trade has had the effect, practically, of depopulating our rural districts. Any attempt to make out that the whole of our enormous success in the past is due to free trade principles would be, I think, based more or less on an exaggeration. After the Napoleonic wars this country emerged into such a strong position that any trade policy we might have adopted would have given us a commanding place in the world. We came out of that period with the control of the seas. We had the trade of India. We have had Australia, New Zealand, and Canada to develop. The political Revolution which separated us from the United States hardly interfered with our already established trade. We have had the control of Egypt. We have financed and organised the trade of South America. Just consider the ten great Argentine main railways, all built and equipped with English capital, and all British companies which have their head offices in London. These results have followed from the start we have had of other nations and from the commanding position we occupied in the world. That position would have given us in any case a great trade, and it is wrong to say that the results are due entirely to our free trade policy. Notwithstanding that, I repeat that, on the whole, there is no doubt

that free trade policy has been the right policy. But I say that the world is changing rapidly, and we shall have to change with it. The facts of free trade are more important than the formulas of other days. As the world draws together, the tendency of all large financial undertakings is towards monopoly. We shall have to fight for the principle of free competition, and the consumer and the worker will have to organise themselves through the State to secure it. That is the lesson of the future. The Empire is the economic basis of the new policy, and the organisation of the Empire is the first step in the campaign which is before us. The great controversy between State control as against State ownership amounts, to my mind, practically to nothing. We are far too practical a people in this country to run our heads against the brick wall of failure. We shall follow any principle only so far as we have tested it and found it to be a success in practice.

On the motion of Mr. Kidd a vote of thanks was given to the Chairman for presiding, after which the meeting separated.

## ANNUAL DINNER.

THE Annual Dinner of the Institute took place at the Whitehall Rooms, Hôtel Métropole, on Friday, May 1, 1908. The Right Hon. Lord Strathcona, G.C.M.G., presided.

The following is a complete list of those present :—

... W. Acton-Adams, E. T. Agius, J. B. Akeroyd, J. F. Aldenhoven, J. Alexander, Robert Allen, General Andrews (United States Army), R. B. Angus, R. L. Antrobus, C.B., W. F. Scott Armstrong, Percy Arnold, Capt. Leonard Arthur, C.M.G., H. M. Ashton, Mark Attenborough, Sir William Baillie-Hamilton, K.C.M.G., C.B., Robert Balfour, Harold Beauchamp, H. H. Beauchamp, Ralph Beauchamp, Vice-Admiral Sir Lewis Beaumont, K.C.M.G., Edward Bedford, Moberly Bell, R. C. Bennett, J. R. Boosé, R. A. Bosanquet, J. O. M. Bowhill, Sir John Bramston, G.C.M.G., C.B., Charles E. Bright, C.M.G., Albert Brodrick, E. W. Browne, G. E. Buckle, Wm. Bulpitt, Sir Henry E. G. Bulwer, G.C.M.G., J. F. Burstall, C. R. Buxton, Sir T. Fowell Buxton, Bart., G.C.M.G., D. Byrne, Allan Campbell, Hon. Archibald M. Campbell, M.L.C. (Natal), Wm. Chamberlain, R. W. Chamney, Engineer Rear-Admiral Chilcott, R.N., C.B., T. R. Clougher, Hon. Sir John Cockburn, M.D., K.C.M.G., J. C. Collard, J. G. Colmer, C.M.G., W. F. Courthope, H. Bertram Cox, C.B., J. M. Currie, C. Czarnikow, A. A. Dangar, D. R. Dangar, F. H. Dangar, C. W. Darley, Hon. Sir Frederick Darley, G.C.M.G., John Darling, jun., M.P. (South Australia), H. K. Davson, Capt. H. M. Davson, R.H.A., Frank Dawes, Capt. Denaro (Royal Malta Regiment), Capt. R. Diespecker, Hon. Alfred Dobson, C. N. Dyer, Lieut.-General Sir J. Bevan Edwards, K.C.M.G., C.B., Rt. Hon. the Earl of Elgin, K.G., G.C.S.I., G.C.I.E., Dr. Norman Elliot, F. W. Emett, David Finlayson, J. Harvey Finlayson, W. T. Finlayson, Thomas E. Fuller, W. J. Garnett, Major Nelson George, H. C. W. Gibson, John Goodliffe, H. Allerdale Grainger, Henry Grant, Major-General Sir Henry Green, K.C.S.I., C.B., R. Cottle Green, Hon. Sir John Hall, K.C.M.G., Rev. Dr. Hanson, Lewis Haslam, Colonel Sir James Hayes-Sadler, K.C.M.G., Dr. J. A. Leo Henderson, Percy Hertslet, V. S. Hervey, F. E. Hesse, W. Hiddings, Alfred B. Holland, Hon. Charles T. Holland, M.L.C. (Rhodesia), L. H. Insoll, G. C. Jack, C. Jacobi, Dr. J. T. James, Sir John J. Jenkins, Rt. Hon. the Earl of Jersey, G.C.B., G.C.M.G., F. R. Kendall, Rev. R. S. Kendall, Edmund Kimber, W. F. King, Rt. Hon. Lord Lamington, G.C.M.G., Norman Landale, Robert Landale, Robertson Lawson, Charles Leckie, Hon. H. Bruce Lefroy, J. Stanley Little, R. Littlejohn, F. Graham Lloyd, C. P. Lucas, C.B., F. J. Lunnon, R. K. MacBride, C.M.G., A. J. McConnell, William McFarlane, Sir George S. Mackenzie, K.C.M.G., C.B., His Grace the Duke of Marlborough, K.G., C. A. Duff Miller, George Milligan, Dr. E. J. D. Mitchell, W. Grant Morden, S. Vaughan Morgan, Francis Moseley, David Murray, R. Nivison, E. W. Noyce, J. S. O'Halloran, C.M.G. (Secretary), Colonel Sir J. Roper Parkington, Sir Walter Peace, K.C.M.G., Rev. S. G. Ponsonby, Joseph Pope, C.M.G., Hon. George Riddoch, M.L.C. (South Australia), Sir William Robinson, G.C.M.G., Robert Rome, Hon. William Ross, M.L.C. (Cape Colony), C. Rous-Marten, Capt. J. B. Rugg, T. J. Russell, J. Sadler, Walter Scott, Walter Sharpe, Charles Short, F. G. Slade, George Slade, Edward Smith, Lieut.-Colonel Sir Gerard Smith, K.C.M.G., E. A. Smith-Rewse, Hon. Clifford

Sifton, K.C., M.P. (Canada), Rear-Admiral Hector Stewart, Sir Charles Stirling, Bart., M. C. Stephen, Noel C. Stephen, Henry Stovell, H. W. Struben, G. Sturgeon, E. B. A. Taylor, C.M.G., P. Tennyson-Cole, R. J. Toleman, T. S. Townend, Hon. Sir Horace Tozer, K.C.M.G., Hon. John Tudhope, P. Van Zyl, F. C. Wade, K.C., Edmund Walker, Frank Walker, Frank F. Walker, W. J. Walker, E. A. Wallace, H. R. Wallis, E. W. Wallington, C.M.G., Herbert Ward, F. J. Waring, C.M.G., S. J. Waring, jun., Frank Watkins, W. C. Watson, W. Weddel, Rt. Rev. the Bishop of Wellington, Ludwig Wiener, Alfred Wood, George Wood, G. G. Wren, Colonel W. Wylde, C.M.G., Sir Frederick Young, K.C.M.G.

The guests were received by Lord Strathcona and the following Vice-Presidents and Councillors :—

Vice-Presidents: Earl of Jersey, G.C.B., G.C.M.G., Sir Henry E. G. Bulwer, G.C.M.G., Sir Frederick Young, K.C.M.G. Councillors: Allan Campbell, Esq., F. H. Dangar, Esq., Lieut.-General Sir J. Bevan Edwards, K.C.M.G., C.B., Thomas E. Fuller, Esq., Major-General Sir Henry Green, K.C.S.I., C.B., Hon. H. Bruce Lefroy, Sir George S. Mackenzie, K.C.M.G., C.B., Sir Charles E. F. Stirling, Bart., and Hon. John Tudhope.

The Hall was decorated with the flags of the various Colonies, as well as that of the Institute bearing the motto "The King and United Empire."

The Right Rev. the Bishop of Wellington said grace.

The CHAIRMAN: The toast I am about to give you is one which is imperative in all gatherings of Englishmen in any quarter of the world, and here we are truly Englishmen—no matter from what part of the Empire we come. You are aware that His Majesty was for twenty-three years President of this Institute. He is now its Patron, and he has been succeeded as President by his son, the Prince of Wales. We know the warm interest the King has always taken in the Colonies; he himself visited Canada in 1860, and more recently he visited India. I need say nothing more to commend the toast, which is that of "His Majesty the King."

The Hon. Sir FREDERICK DARLEY, G.C.M.G. (Lieut.-Governor of New South Wales): The toast I have the honour to propose to you requires no commendation at my hands. It is a toast which, throughout His Majesty's dominions, is certain to be received with unbounded enthusiasm, and without further preface I propose the toast of "Her Majesty Queen Alexandra, their Royal Highnesses the Prince and Princess of Wales, and the other members of the Royal Family."

Sir WALTER PEACE, K.C.M.G. (Agent-General for Natal): Before addressing myself to the toast which has been entrusted to me, I think I shall earn your approval by expressing what I cannot but imagine has passed through the mind of every member of this distinguished gathering, and that is a feeling of pleasure that we



should be presided over to-night by one who has so much endeared himself to all his fellow-subjects, not only in Canada, not only in the United Kingdom, but throughout the British Empire; one, moreover, who is regarded throughout the length and breadth of the Empire as the *beau ideal* of a British colonist. I have to ask your acceptance of a time-honoured toast, though instead of "The Army and Navy" we now toast "The Naval and Military Forces of the Empire." It needs few words from the proposer to ensure its cordial acceptance wherever Englishmen gather together, and especially where they are also for the most part British colonists. Nearly one hundred years ago the watchword of the British Navy was unfurled on Lord Nelson's flag; that motto is the guide and the standard which all the members of His Majesty's Navy are doing their level best to live up to. I am not about to single out any particular exploits of the Navy; that I leave to the gallant Admiral who will respond, and who, no doubt, from his experience, is also in a position to criticise the Admiralty very freely. There is one criticism which we often hear in this country, and to which I am inclined to give support, and that is, that the only fault of the British Navy is that there is not enough of it. It seems to me, whether that be true or not, to be the idea of a good many people in Parliament and out of it to take every opportunity that comes in their way, even as the Under-Secretary to the Admiralty did when introducing the Naval Estimates this year, to speak about the apathy of the Colonies in supporting the Navy. I should not be inclined to take a second place to anyone in this room or elsewhere in a desire to do everything in support of a united British Empire, but when it comes to people in this country continually dinning it into our ears that colonists do not do sufficient for the support of the Imperial Navy, my inclination is to button up my pocket, and say, "What do you mean?" Our Secretary has very properly requested that I should only say a very few words, but if time permitted I could give you reasons which would influence me to say to the Colonial Governments, "Hold your hands until you know to what extent the Mother Country is going to be loyal in trying to build up the trade of the Colonies." The support of the Navy is an Imperial question, if an Imperial question can be found. It is one to which I am sure the Colonies will give their best attention and their most liberal support, but there is an obligation resting upon the Home Government and the old Motherland which is not taken into account by those who are so ready to talk about the apathy of the Colonies in this matter. I cannot leave this part of

the toast without alluding to the magnificent services which sailors, engineers, and officers and men of the Navy rendered at Ladysmith and Graspan. Those services appeal to us in South Africa very strongly, but they are known to you as well as to us, and all of us equally appreciate them. Passing to the Military forces of the Empire, Home and Colonial, the gallant General who will respond to the toast will have the opportunity of telling you of any weaknesses in the British Army if there are any, but that is a sort of subject on which, if I ventured to dilate upon it, I should go off at a tangent, and might begin to talk about the War Office. Now the War Office is not the British Army, and we look upon the British Army, I think, with a somewhat different regard from what we look upon the organisation which controls the operations of the Army. But whatever our opinions may be on that question, we all honour and respect the Army and Navy of the British Empire, and these are the forces to which I now ask you to drink.

Vice-Admiral Sir LEWIS A. BEAUMONT, K.C.M.G.: I should like to be permitted to commence my reply by making a small correction to the eloquent speech which has been made by Sir Walter Peace, and to say that it is not the duty nor the province of an officer, no matter how high he stands, to criticise his superiors, but to obey. It is not without a certain fitness that the toast of the Navy follows the toast of the Sovereign and of the Royal Family, for I think there can be no doubt that the toast of the Navy is an Imperial toast, and as such I have ever found it to be received with cordial appreciation and sincerity in every part of the world where the British flag flies. It is therefore a great honour to me to return thanks for the Navy in this distinguished assembly, and I thank Sir Walter Peace for the kindly and appreciative way in which he has spoken of the Navy, and you for the way in which you have received the toast. It is not more than six months ago that I was privileged to return thanks and speak for the Navy at Melbourne on the occasion of the inaugural banquet given by the Lord Mayor, and that is one proof, I think—if proofs were required—how large the share of the Navy is in the public life of the Empire; I think the appreciation which is shown by the public of the share of the Navy in the life of the Empire has never been greater in England and the Colonies than it is now. It seems to me that not only has the British public confidence in and esteem for the Navy—I might almost say an affectionate regard for the Navy—but that it has a lively and intelligent interest in it, so that now there is a watchful and jealous care of the Navy on the part of the British public, which is

to the advantage of its sufficiency and efficiency. It is no doubt within the knowledge of many present that the proposals which were arrived at by the Admiralty and the Colonial Premiers on the occasion of the Conference last year are, so far as they relate to Australasia, now before the Commonwealth Parliament and the Parliament of New Zealand. The object of those proposals is to give effect to the desire which is common to both the Imperial and the Colonial authorities, a desire which has been growing stronger since the war, that the Naval forces of the Empire should receive assistance and support from the resources of the Colonies, and that the Naval aspirations of our Colonial born fellow-subjects should receive on the part of the Royal Navy the support and encouragement necessary to bring those aspirations to a successful issue. I have no doubt that whatever may be the difficulties in details, the essence and spirit of the proposals will be accepted and will bear good fruit. I have a firm faith that the ability and resources of those who are engaged in considering this matter are such that success will attend their efforts.

Lieut.-General Sir J. BEVAN EDWARDS, K.C.M.G., C.B. : I consider it a great honour to be called upon to respond to this toast at such a representative gathering of all parts of the Empire. It is an additional honour to be here to-night from the fact that we have, as our Chairman, one who has done so much for the Empire, and one who, looking at the matter from my own point of view as a soldier, raised the magnificent body of horse which did such excellent service in South Africa. As Sir Walter Peace told you, this toast in days gone by used to be coupled with the militia and volunteers, but now, I am happy to say, they are embraced in the single phrase "The Military Forces of the Empire"—for no matter what position a man holds, whether he be in the regular forces, the militia, the volunteers, or in any of the Colonial forces, he is still a soldier of the Empire. In responding to this toast I feel I am responding, not only for those forces which we have in England, but for all the forces throughout the Empire—for the volunteer who may be earning his living on a ranch in Canada, or who may be in Australia or in South Africa, and also for our gallant native army in India. I trust the day may not be far distant when some great statesman may arise who will consolidate all these forces into one organism, capable of carrying out the defence of the Empire. Should such a thing happen, I venture to say that there is no power, no country in the world, which will possess a force more capable of carrying out its duties than the British Empire will then possess.

As an old soldier I think I may say that the army of the present day has not in any way degenerated as compared with the army of the past. The service of our troops in South Africa proves them ready and fit to do anything you may expect of them. It proves that they are as good as the soldiers of the last century, as the men who fought in the Peninsular War and at Waterloo, and who, during the middle of the last century, fought at the Alma, Inkerman, Balaclava, and later on at Delhi and Lucknow. Within the last few days we have an additional proof what these men are capable of. We have seen, in Somaliland, how men can die for the service of their country, and we have also seen a young officer in Western Central Africa, with a small body of forty-four mounted infantry, with great science combined with great pluck, defeat thousands of the army of the Emir of Kano, and rout them with great loss. As long as we have such men, the British Empire will be safe in their keeping.

The CHAIRMAN : It is now my pleasing duty to propose "Prosperity to the Royal Colonial Institute." The Institute is very fortunate this evening in the presence of so many distinguished men. We have among us those who have served their country in the various Colonies and India ; we have with us Lord Elgin, who has been Viceroy of the Empire of India ; we have also Lord Jersey, Lord Lamington, Sir Fowell Buxton, and Sir Gerard Smith, who have represented the sovereign in Australia ; Sir Henry Bulwer, ex-Governor of Natal, and Sir William Robinson, late Governor of Hongkong. We have also one of the Cabinet Ministers of Canada, the first of the nations within the Empire. With these, and other distinguished guests, I think we may claim that the Royal Colonial Institute is indeed fortunate on this occasion. We have also some gentlemen from Malta, where our King recently received such an enthusiastic and loyal reception. The Institute is not of yesterday. This is its thirty-fifth year, and while it is not at all times thought of as an important and leading factor in the unity of the Empire, to my mind it has done yeoman service in that respect. It has been potent in bringing together people from all parts of the Empire, enabling them to know each other, and to regard each other as one people. Surely that in itself is good work. The excellent addresses that are delivered each session under the auspices of the Institute, the Journal that is published, the provision of an excellent library and reading rooms—which give such facilities to those coming to London to study and to know what is really of interest to the Empire—all these things represent a great work and a service to

the Empire. The Royal Colonial Institute has good reason to be proud of what it has done. I do not know that it is really necessary to wish the Institute prosperity, for we know that it is prosperous. The fact of its having a membership of 4,500 shows how attractive the Institute is to those who have the best interests of the Empire at heart. At the same time, one wonders that we have not ten times as many members, looking to the spirit that permeates the heart of the outlying parts of the Empire. I am sure we all trust the Institute may go on increasing in numbers and in financial prosperity. I am afraid there are not so many of my fellow citizens connected with the Institute as there ought to be, and I would recommend Canadians who have the opportunity to join it. Its ramifications extend through every part of the Empire. I would say of the library, especially, that it is perhaps the best Colonial Library to be found, and is the greatest boon to those who have occasion to seek information of a reliable character concerning matters affecting the Empire. This last year has been a most memorable one in our history. After the sad illness of the King, which cast a gloom over all his subjects, we had happily the Coronation. Then there was the Conference with the Premiers of the Colonies. I dare say the result of that gathering was not all we could have wished, but there can be no question that it has helped to bring nearer the Colonies to the Mother Country. It was expected by many that the Colonies would have consented at once to give substantial subsidies for the Navy, and perhaps also for the Army. I would remind you that the Colonies have helped to build up the Empire in other ways, and in that direction have done a good service. They are not in the position of the Mother Country, an old country, with, I might almost say, untold wealth. They have great resources, but they require to develop them and to increase the prosperity of the Empire, and they do this by works involving great expenditure within their own frontiers. Yet they are willing to do more, and have already done so to some extent. Let me say for Canada alone that its Parliament has devoted large sums to bringing together, so to speak, the Atlantic and the Pacific, and to open up the intervening territory by making a road stretching from its eastern to its western boundary, providing an alternative route to Australia, China, Japan, and India. There is also the great Commonwealth of Australia, the second nation born within the Empire, where there also remains much to be done in the work of development. There is also South Africa, and I am sure we all hope and believe that it will, in the not long distant future, form

another federation, and another nation within the Empire, as closely allied to it and as loyal as either of the others. It is a happy thing and a good augury, that our Colonial Minister went himself to see the position of affairs in South Africa, and to assist and co-operate with the loyal men of the Empire, no matter to what race they belong, for the good of the Empire of which we are so proud, and which we trust all the people in that country will soon equally respect and venerate. Speaking for Canada—it is the same, I believe, in some of the other important Colonies—they are not neglecting to provide the forces necessary for their protection, and also for the assistance, if need be, of the Mother Country; or, let me say, for the common cause—for what is the interest of one must be the interest of all. We could have no Empire without the Colonies; it follows we could have none without the Mother Country. Much has been done in the way of building up the Empire, but much remains to be accomplished. Mr. Rhodes' last words are said to have been, "So little done, so much to do." It is the first effort that costs, and when people go heart and hand together difficulties disappear. While we are proud of the Empire as it is, an Empire such as the world has never seen before, we hope to see it grander and greater in the future; and this can only be done by our working unitedly together, whether claiming our birthplaces within these little islands, or in Canada, Australia, Africa, or the West Indies; or whether we be the subjects of our gracious King and Emperor in India. If, I say, we all work together unitedly, there need be no fear of the future of this great Empire. I have to couple with this toast the name of Lord Jersey, who has served as Governor of New South Wales, and in other capacities has done good service to his King and country.

The Right Hon. the EARL of JERSEY, G.C.B., G.C.M.G.: A reply in the ordinary sense is hardly needed to the patriotic speech Lord Strathcona has just delivered. It is fitting, however, that the Institute should thank him for taking the chair to-night, and for having set out in such glowing terms the advantages of the Institute. Our object is to bring together people living in different parts of the Empire. We do not wish to feel that though we may be separated by thousands of miles, any are strangers among us. We wish to feel that we are all united by a sense of loyalty to the same monarch and attachment to the same flag, and though in our different habitations we may have a desire to carry out our own views, yet there is no reason at all why those views should clash with the interest of the Empire as a whole. We live in days of

travel. Our King goes to visit some of the Dependencies of this country, the Prince of Wales makes a tour through many of its Colonies, and one of our most prominent and powerful statesmen goes out to another portion of the Empire, in order to try to settle matters there. These are indications of the new features of our history. The Royal Colonial Institute gives the opportunity for people to know each other, to gather round a hospitable table like this, and at other times to listen to lectures with which they may or may not agree in every particular. It is very desirable we should have the views of different people belonging to the Empire set before us, in their own way and in their own language, for after all it is by being able to understand each other that we shall eventually be able to arrange our affairs so that there will be no exasperating differences among us. If I may say so in the presence of a Chief Justice, I do not think that all judicial expressions are judicious. The language of the Royal Colonial Institute, like its action, will always be directed to show friendship and sympathy with every one, live he near or afar, who comes to what is after all the great centre and home of the Empire.

His Grace the DUKE OF MARLBOROUGH, K.G. : It would be difficult for me in the few minutes at my disposal at this late hour to propose adequately the toast that has been put in my hands, that of "The United Empire." I should like first of all to say that this is the first occasion on which I have had the honour of being present at a meeting of the Royal Colonial Institute, and that I consider it is a high privilege that has been accorded me. As to the toast with which I have been entrusted, I cannot help feeling that if you tried to get together a body of representatives of this United Kingdom and of the Empire as a whole, you could not find it better exemplified and expressed than by the great number of distinguished representatives from all parts of the Empire who are here gathered together. This much I may say about this toast. Every year that we live, every year that passes, we feel most conclusively that the words "United Empire" have a more real, a more genuine, a more true meaning to everybody who lives under the British Flag. Our forefathers either by necessity or by desire increased the boundaries of our Empire. I think to a large extent the increase was not necessarily forced upon them, but they did undertake it from a sense of high obligation and high duty. Our duty in our generation is to consolidate and to unite the great possessions that our forbears have handed down to us. It is I think no idle boast that during the last ten or twenty years, through the

wise and careful administration of Ministers of both parties in the State, our Empire has been more united and more consolidated, and that the toast has a genuine and real ring about it. Turn for one moment to the dependencies of the Empire. Look at Egypt; twenty years ago Egypt was in a state almost of bankruptcy, and the Soudan and the country alongside in a state of anarchy and under the rule of a very disreputable and cruel tyrant. To-day the finances of Egypt and the Soudan are in a satisfactory condition, and through the wise and prudent administration of that great pro-consul, Lord Cromer, we have every reason to believe that Egypt will become more united to the British Empire. If I may turn from Egypt to Australia, rather a long jump, we find that the Australians are consolidating themselves under the great name of the Commonwealth of Australia, and they in their turn are anxious to achieve the high ideal of becoming more united to the Mother Country. Turn to Canada; I think the relations between the French and the Anglo-Saxon citizens are more united, more harmonious, and more friendly than ever before, and that with the great emigration from this country to Canada we may look forward to a still more consolidated dominion over the Atlantic. Passing to India, during the last few years there has been a great growth in that country. I had the honour to be present last winter at the great Durbar, and had the privilege of seeing over a hundred chieftains do homage to the Viceroy, representatives of something like two hundred million subjects of the Crown, or one-fifth the total population of the world. As far as a cursory visit to India can give one an idea, I think the relationship between the Anglo-Saxon and the native population is more harmonious and of a better and more pleasing character than ever before in the history of India. I think therefore I may claim that our Empire is becoming more and more united year by year, that the population of each Dependency becomes more homogeneous, and that all the great Dependencies of the Empire are becoming year by year more and more consolidated and more united to the Mother Country. We cannot help realising that science in the last few years has greatly aided our desires in this direction. We no longer reckon by the number of miles we live from a place, but say that we are so many hours distant from the capital or from one country to another. My noble friend Lord Jersey and I live sixty miles away from the metropolis, but we do not say we live sixty miles away, but that we live an hour and ten minutes from London. I would not speak anything disrespectful of any particular railway in this country, but on this point I



may remark that I can conceive of a person living only sixty miles from London and yet being to all intents and purposes almost outside the United Kingdom. So with regard to our Empire. Until quite a short time ago it took five days longer to get from London to Khartoum than from Khartoum to London. To-day, by means of the railway, we avoid the difficulties of adverse currents of the Nile ; and it is the same whether you go from London to Khartoum or from Khartoum to London. So that, together with the desire that the Empire should become more united and consolidated, science has mercifully aided us to carry out the great ideal we have in view. With this toast I have to couple the name of one of the most distinguished noblemen in this country, one who has done much in the past, and who, we believe, will do much in the future to consolidate and unite this Empire. During the time I was in India, the name of Lord Elgin was continually mentioned by many out there, and I can assure him that the great work he carried out in strengthening and enlarging the frontiers of India so as to place them in a proper and safe strategical position is warmly remembered in that country at the present day ; and, through the policy pursued by his predecessor, the present Viceroy is able to consolidate and unite still closer to the Imperial Government those somewhat turbulent and hostile tribes who, at the time Lord Elgin was Viceroy, offered a certain amount of difficulty in the administration of that country.

The Right Hon. the EARL of ELGIN, K.G., G.C.S.I., G.C.I.E : I had some little hesitation in accepting the duty of responding to this toast, not, you will believe, because it was uncongenial to me, but because of preoccupations of which the Chairman is well aware. But I felt that as he, in spite of the many calls on his attention, gave his time to the work to which I allude, I could not refuse to support him in this matter. Moreover, the subject of this toast is not altogether foreign to the inquiry in which we have been engaged. There have been many controversies in connection with the war, and the Chairman and I are not at liberty in the meantime to tell all that we know, but on one point there has been no controversy and no secret, and that is the unanimity of the spirit throughout the Empire of which that great national emergency was the cause and the opportunity. I could not help thinking that the first matter that would occur to one in connection with this toast is the very small beginning from which the great edifice has grown. If I were to mention the Heptarchy perhaps you would think I was going to keep you too long, but I was going to say

that I am a Scotchman, and I have a Scotchman on each side of me, and we have traditions which we still cherish of a time when, within this island, men fought for their independence. I need not even say how the union of the Crowns came about; that is sometimes told in different language north and south of the Tweed. It suffices now to say that Englishmen and Scotchmen vie in a common loyalty. There is another small illustration on which I should like again to call the Chairman as a witness. It is a rather bold thing to make any comparison with Lord Strathcona in matters appertaining to Canada, of which we know he is the worthiest representative. His experience of Canada extends over sixty years. Well, my experience of Canada began in the year 1849, and therefore, although perhaps not a second to him, I am a good runner-up. Under the circumstances I cannot claim to give personal reminiscences of that period. I would ask Lord Strathcona, therefore, to confirm me, because I suppose he saw the ruins of the Parliament House at Montreal which were still smoking when I was born, and I dare say he would admit that there was not quite the same spirit then existing in Canada as inspired the contingents which won their laurels at Paardeberg and many another well-fought field. I suppose I have been selected to respond to this toast because I have closer recollection of another part of the Empire. It would be difficult perhaps to say into how many units the Empire of India was once divided, but this can certainly be said, that it was never less divided—I should rather say more united—than now. Of that I have a grateful recollection, because it fell to my lot to be in India at the time of stress. It therefore fell to me to know, as the noble Duke has said, the quality of the soldiers who showed their love for the Empire irrespective of differences of creed, which have often thrown men into opposite camps, regardless even of ties of kindred, which have so great power in many a heart. I had also in my time the honour of receiving from chiefs of every degree offers of liberal and spontaneous assistance, some of which, to my great regret, it was not in my power to make use of. But I venture to think the sentiment which underlies this toast deals quite as much with the time of peace as that of war, and if you want an illustration of that, I do not know where you will find a more striking and more pathetic one than in an Indian famine. In an Indian famine you have great multitudes in dire necessity, but full of a deep reliance on the power of the Government, with great confidence in the officers of the Government, with a patience and cheerfulness which prevents

disorder. All these things mean much. That is not all. I recall also with gratitude the help that came to India in the great famine of 1896-97, not only from this country but also from every part of the United Empire. I venture to say that therein spoke United Empire, and it had its reward. It is difficult to give expression to the feelings of a voiceless multitude, but I was assured by those who knew them best that they did appreciate in some perhaps dim way the assistance which had come to them in their hour of need from their unknown fellow-subjects. I do not think even in this age we can altogether set aside the bond of union which was perhaps most powerful in days of yore—I mean the personal bond, the feeling of devotion to the Sovereign. In my days in India that power was at its very highest, and I often used to think one could trace the unique personality of the great Queen-Empress as far as any sentiment could be traced at all. We all know that His Majesty the King has inherited many of those qualities which make for popular enthusiasm, and I think it was just and proper that his succession as the first Emperor of India, as the first ruler who succeeded by hereditary succession to the Empire of India, should be marked by due ceremony. The noble Duke has told you that he was present at that great pageant, when all or almost all of those interested in India were represented or were present. I said almost all, because there was one small class, perhaps not altogether insignificant, which it seems to me escaped the vigilant eye of the Viceroy—I mean His Excellency's predecessors. I do not know whether we might have been the ghosts at the banquet, but this I can say, that we, if I may speak for others as well as myself, desire to congratulate the Viceroy both on the imagination which planned, on the energy which carried on, and on the triumph that crowned that great effort. I feel that in the remarks I have made I have only touched on the very fringes of the great subject of the toast. I am not quite sure that there is not an advantage in not being too definite in this question at the present time. There is a time for legal enactment and for close definition. As Lord Strathcona has reminded you, there have been Constitutions for the Dominion of Canada; there has been still more recently a Constitution for the Commonwealth of Australia. He looked forward to a time when there might be still further confederations of our Colonies. We may perhaps, some of us, also desire to look forward to a time when the bonds between the Colonies and the Mother Country will be drawn closer. But in the meantime I think we may be well satisfied with the progress that is being made, and remain confident that the spirit

which has found such a striking manifestation in the last few years will continue to strengthen the United Empire.

The Hon. CLIFFORD SIFTON, K.C. (Minister of the Interior, Canada): I count myself extremely fortunate in being privileged to attend this dinner, by reason of the fact that we have in the chair a distinguished and honoured citizen not only of Canada but of the Empire, and I count myself also fortunate in being present and having the privilege of listening to Lord Elgin, a bearer of whose name was one of the most honoured of those who have represented the Mother Country in the Colony from which I come. There is in fact no name more highly honoured in Canada than that of Lord Elgin. At the Inter-Colonial Conference it was made manifest to the world, perhaps more clearly and emphatically than ever before, that the British Empire was generically different from any of the great empires of history in the fact that in addition to what may be termed its dependencies it reckoned within its borders practically a community of nations. It was recognised that the self-governing Colonies of Great Britain were in the fullest sense free communities. Freedom carries with it responsibilities, and powers, and rights, and the fact that a Colony is a self-governing Colony gives to that Colony the right to think and decide for itself; and it is in human nature that so long as people have the right to think and decide for themselves, they will sometimes differ. Therefore it must not be supposed, loyal as we may all be, that upon all occasions we shall all be agreed as to the best method of promoting the greatness and prosperity of the Empire; and I make this remark for the purpose of suggesting that we must not think, because we do not always all agree, that therefore things are not going as well as they ought. I saw in a newspaper the other day a statement that the Government of Canada was not loyal. It is charitable to suppose the writer thought he was telling the truth, but it is amazing that such statements should be thought worth while printing or reading. On that point let me say that in Canada, at the present time, the mere suggestion that any man aspiring to public position was even in the slightest degree subject to suspicion with regard to the soundness of his loyalty, would be quite sufficient to relegate him to oblivion. I have been asked during the last month, while on official business here, a curious question, viz. whether there is any annexation sentiment (annexation with the United States) in Canada. Now let me say that no question could be asked of a Canadian that is more likely to irritate him than that, because the bare suggestion is so far

from the truth, that it is almost certain to cause a certain amount of irritation. I have always said in answer to questions of that kind, if our English friends really appreciated and understood the strength of the national sentiment in Canada they would have no occasion to ask questions of that kind. There is in the Dominion a distinctly national sentiment of its own. We have a Canadian sentiment, but if I could express the idea correctly I should say while it is a Canadian sentiment it is also a British sentiment. It is the sentiment that we are engaged in overcoming a great many natural difficulties for the purpose of building up what we believe will be outside of England perhaps the greatest British community in the world. I had occasion to say a few words at Montreal a short time ago when some delegates from the London Chamber of Commerce were being entertained. I told them it was my duty to look after the subject of emigration, and that owing to our efforts a great many substantial and desirable people were going from the Western States to the North-West. I said we desired so to carry on the work as to settle one or two Britishers alongside every man that came from the United States, and I am delighted to know the result of our efforts is such that emigration from Great Britain to Canada has been largely stimulated, and I think I may safely predict that on the Western plains of Canada there will in time be one of the greatest and most prosperous communities of Britishers in any part of the world. For myself I have serious doubts about the effectiveness of any attempt to more closely unite the different members of the Empire by anything in the nature of a paper constitution. You who come from the Colonies well know the number of local circumstances you have to deal with, and that it would be perhaps more likely that a paper union would result in disunion and discontent than in greater union, or in a greater feeling on the part of the Colonies for the Mother Country ; and if that result should come about, surely it would appear that such a paper union would be a mistake. During the late trouble in South Africa it was a wonder of the world that the British Colonies came forth as one man, not so much that they sent troops but that they sent them spontaneously. That is a very satisfactory condition of affairs, and I think we should think frequently and carefully before attempting to make any radical change in the position. By way of further illustration I may remind you we are having a little difficulty of our own with Germany at the present time. Germany, we think, has not treated us very well, and we are doing what we think is right under the circumstances, but I do not know that the

Government of His Majesty in London would care to have us say that what we were doing there is in the exercise of the judgment of the Government of His Majesty the King in London. It is being done in the exercise of the judgment of the Parliament of Canada, and we take the responsibility for it. That is an illustration of one of the thousand things that may arise from time to time in connection with the affairs of the great self-governing Colonies where difficulties might arise from close legislative union. Whatever may be the exact technical nature of the constitution which binds Canada to the Empire, this you will find—that as she grows, as she becomes stronger and develops in wealth and strength and population, so will she become a stronger bulwark of British ideas and supremacy.

The Right Hon. LORD LAMINGTON, G.C.M.G.: The toast of "The Chairman" of a gathering of this character could not certainly be thought to be superfluous, and two preceding speakers, wisely apprehending that I might not be able to do full justice to the toast, have devoted no small portion of their remarks to a eulogy of him. Those remarks I entirely endorse. This is a meeting peculiar to our country. No other country could produce a gathering of this character, and, at the same time, our Chairman is a stamp of man peculiar to our social life. Going forth from this country at an early age, he gave the best part of his life to the commercial life and politics of Canada. He returns and represents the interests of Canada in the Mother Country. How well he represents those interests—how generously and splendidly—I need not detail to you. By his striking personality he helps to bridge over the ocean that separates us from our Colonial fellow-subjects, and for his splendid services and—disregarding his four-score years and more—for his goodness in coming among us this evening, I ask you to drink his health. I am sure you will re-echo the wish that for many years to come he may continue to be a striking and central figure in the Imperial life of this nation.

The CHAIRMAN: I thank you for the very kind way in which you have received the toast of my health. Lord Elgin has told you he finds himself in what I have no doubt he considers to be a very happy position, having a Scotchman on either side of him, he being a Scotchman himself. It is an object-lesson with regard to our countrymen. They are perhaps somewhat aggressive. They "leave their country for their country's good" very often, and very often for their own also. They are naturally very beneficent, and very philanthropic, and they leave Scotland and go elsewhere

because no doubt they wish to look after others who are not so well able to look after their own affairs. Well, I am this evening in the happy position of having on one side of me a Scotchman, whom I am happy to be permitted to call my friend (Lord Elgin), and on the other the descendant—the lineal descendant—of a great Englishman, the Duke of Marlborough. I am proud to think that I myself in a very humble way am an unworthy successor of the great Duke of Marlborough, who was the Chairman immediately following King James II. of the Hudson's Bay Company. He perhaps little thought that the Hudson's Bay Territory, then the hunting-ground of the Indians, would become one of the most valuable portions of North America. I thank you all very much indeed for your kindness.

The proceedings then ended.

## SEVENTH ORDINARY GENERAL MEETING.

The Seventh Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, May 12, 1908, when a Paper on "Our Colonial Kingdoms" was read by Harold G. Parsons, Esq.

Lieut.-General Sir J. Bevan Edwards, K.C.M.G., C.B., a Member of the Council of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 84 Fellows had been elected, viz. 8 Resident, 26 Non-Resident.

## Resident Fellows :—

*Colonel F. T. N. Spratt Bowring, R.E., John Byron, Sir Vincent H. P. Caillard, J.P., Cornac Cronly Dillon, J. A. Leo Henderson, Ph.D., F.G.S., &c., John Mackinnon, Edward H. Miller, William Powell.*

## Non-Resident Fellows :—

*Richard C. Bennett (Transvaal), R. H. Blakeley (Transvaal), John O. M. Bowhill (British Central Africa), His Excellency General Sir Charles Mansfield Clarke, Bart., G.C.B., G.C.V.O. (Malta), Wilfred Collet, C.M.G. (Cyprus), F. Barlow Cumberland (Canada), Hon. Sydney Cuthbert, M.L.C. (British Honduras), John Darling, jun., M.P. (South Australia), A. Dickson (Transvaal), James E. Dyke (Canada), James Embling (New Zealand), Alexander Gilfillan, B.Sc. (Victoria), T. Lietch Hedley (Cape Colony), Percy Hertslet (Transvaal), Lieut.-Colonel Rt. Hon. Sir Albert H. Hime, K.C.M.G., M.L.A. (Natal), A. Tilney Long (East Africa), Frederic J. Lunnon, M.A., L.L.M. (Transvaal), James Macdonald, Thomas Carlyle Mitchell (Natal), R. Montgomery Nevile (Victoria), James Russell (Victoria), Charles C. Shaw (Transvaal), Hon. Clifford Sifton, K.C., M.P. (Canada), Edward P. Solomon (Transvaal), Robert H. Struben (Cape Colony), Charles A. P. Weissenborn (Rhodesia).*

It was also announced that Donations to the Library of books, maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN having briefly introduced the lecturer as a former Member of the Legislative Council of Western Australia and as having recently served with the Imperial Yeomanry in South Africa, Mr. Harold G. Parsons read his Paper on



## OUR COLONIAL KINGDOMS.

IN the debate on the Royal Titles Bill in 1876, when the late Queen was made Empress of India, the greatest anxiety was expressed that the new style should be considered as "for external application only." The idea and the terminology of Empire were generally considered in England to be innovations inconsistent with the spirit of our Royal Constitution. Mr. Disraeli expressed his conviction that "under no circumstances would Her Majesty assume the title of Empress in England," adding, however, his hope that the time would come when the Royal Style could be altered in order to describe the relations between the Sovereign and her Colonial subjects "in a satisfactory and happy manner."

In this Paper I shall attempt to show that the idea of a British Empire is no new thing; that, in point of fact, the King of England has normally been an Emperor; that, insular or oceanic, ours has always been essentially a transmarine Empire, asserting itself, in national independence, in opposition to the Continental System of Europe; and, finally, that it is essentially a Federal Empire—a congeries of Kingdoms and subaltern Kingdoms, or Dominions, under the Common Crown.

In running over some of the more conspicuous points of the evidence which proves all this I shall be obliged to be extremely dull; and, what is even worse, I shall necessarily omit most of the main lines of argument which, if time permitted, I should like to lay before you—the arguments from the leading law cases, from the Colonial Charters, from the Appeal to the Privy Council, from the ceremonies surviving in the Coronation Service, from the Navigation Acts, from the story of our Sovereignty in the Four Seas, from the Constitution of the Channel Islands, and from the history of our dealings with Ireland and the West Indies. But if I can only convince you on this occasion that the two allied theories usually current—viz. that the formulas of Empire are new and unprecedented in England, and that the Colonies have always been Dependencies of the nation, naturally subject to an Imperial Parliament—are erroneous, we may feel that our time has not been wasted; and at all events the ground will be cleared for a new view of the Great Lesson, the revolt of America, and a new view of the present and future Constitution of our Empire.

Before plunging into a historical recapitulation I will, without wearying you with political philosophy, ask you to envisage the

Continent of Europe for the moment as, in a loose sense, an Empire with a continual tendency to re-establish itself; or at least to bear in mind that "the European system" or "the Holy Roman Empire" are only different names for a system or a tendency which, always more or less connected with the principles of Roman law and the ecclesiastical authority of the Vatican, has again and again, during the last thousand years, all but succeeded in reuniting the European dominions of ancient Rome, roughly co-terminous with "Christendom," into a coherent political institution. In this sense the Empires of Charlemagne, of Charles V., and of Napoleon were logically connected; while the invasions of Cæsar and William I., and the threats of the Armada and of the Napoleons were—the two former successful, and the latter unsuccessful—attempts to annex our recalcitrant island system to the Catholic system or World-Empire of Europe:—that Continental System which the thinkers of the *École des Hautes Études Sociales* hope may yet develop into the United States of Europe. A second general idea which I will ask you to accept is the distinction between the process of extension of the Realm (or Incorporation with Representation) and that of Federal Empire, or inclusion under the Common Crown. From the Kingdom of Wessex onwards our national progress has always been on both of these lines concurrently. But while the possibilities of Incorporation are limited by geographical and racial considerations (limits which were reached, if not exceeded, by the inclusion of Ireland in the Realm), and beyond those limits it can only add to itself subject Dominions or Dependencies, the system of the Common Crown, on the contrary, is a true Imperial system, permitting of indefinite expansion, while at the same time it is compatible with the principles of self-government. Free settlements of Englishry oversea can be held as Dependencies during their nonage; but they cannot, if they prosper, submit to Dominion. They must in the end, if Representative Incorporation is impossible, either come under the system of the Common Crown—or separate.

The history of the Imperial Crown of the Early English Kings might seem to have little bearing on the politics of the day after to-morrow, or on our relations with the Colonies. Yet to know things well one must know them in their beginnings; and in the words quoted by Blackstone from the Act of Henry VIII. (1532), "This realm of England is an Empire"—this realm always was an Empire; and, specially, an Empire of the Isles, as distinct from the Empire of the mainland of Europe, the Roman Empire of the

West, or its nebulous successor, the Holy Roman Empire. The King of the English always claimed to be Emperor of the British Isles. Whether the word be liked or not, it is indisputable that our early Kings exercised some sort of sway over a group of Kingdoms embracing several nationalities, over a political system, in short, that can only be described as an Empire. The idea of the British Empire actually preceded the formation of the English Kingdom. So far back as the tenth century, English Kings had received the title of Basileus, or Emperor of Britain. But it was in 800 A.D. that the Western Empire was nominally revived, when Charlemagne was crowned by the Pope as Emperor, the title implying that he was vested with supremacy over all Christian monarchs. And Edgar's assumption of Empire was the political reply to Charlemagne's claim of World-Empire, precisely as the Empire of the Tudors was our reply to the ambitions of Charles V. Alfred's grandson, Athelstan, and Edgar, with their sway over the Scots, Welsh, and Cumbrian Kings, were (as Freeman says) the first effective Emperors in England. Athelstan appears in a law he promulgated as Emperor of the Kings and nations within the confines of Britain: and in another law we find the phrase "Empire of the British people." Edgar called himself "Emperor of Albion and of the English," or "Emperor of the English, and of all the Kingdoms, islands, and nations within the British Seas." With which, perhaps, we may leave the Anglo-Saxon Empire,<sup>1</sup> chiefly interesting for our purposes as that indispensable thing in English politics, a traditionary precedent.

The Norman invasion, however invaluable in its effect on our polity and national character, was nevertheless an interruption. The framework of the Realm was hardened and developed, but the idea of the British Empire as in any way a rival to the European system ended. Instead, our Kings ruled over a semi-Continental Imperial system grouped round the English Channel. Practically, several of the old ideas lingered, as a mere result of our geographical position. Ireland was granted to us, as a sphere of influence, a field for colonisation, by the Pope. The Dominions of Ireland and Wales were linked with us under the Common Crown. Edward I. nearly anticipated the absorption of Scotland in the Realm by four centuries. The idea of the Common Crown as the chief or only link between the States of the Empire was, in some ways, even strengthened.

But the consolidation of the Realm became from now onwards our

<sup>1</sup> The Metropolitan of England was *quasi alterius orbis Apostolicus*.

primary national task: and the failure of Edward I.'s attempted incorporation of Scotland, followed by centuries of alliance with France, and the exacerbation of endless raids and counter-raids, unfortunately ended by producing, among the English of the northern part of the island, a distinct nationality.

One of the chief immediate results of the Norman Conquest was that we had to start the "incorporative extension" of the Realm almost all over again from the beginning; and another was that we were annexed for the second time, as Julius Cæsar's conquest had annexed us before, to the mainland and to the European system.

The principles of English national insular policy were reasserted by the Tudors—the first native dynasty since the Confessor. At first their policy was dynastic and continental. Henry VIII. began by dreams of a revived Angevin Empire. In 1512 he demanded "his ancient patrimony" of Normandy, Guienne and Gascony—all western France, in effect, with the exception of Brittany, which was not yet really part of France—the whole coast-line from Calais to Spain. The south-west corner of France was actually invaded by an English army, carried thither in Spanish transports. Seven years later Henry attempted to get himself elected to the throne of the Holy Roman Empire. Subsequently to the battle of Pavia he proposed that he should become King of France, Charles V. marrying his daughter Mary, and ultimately inheriting a united Christendom. Later still, again, a tripartite partition of France was suggested, England taking western France, and the Constable of Bourbon the south-east. In all these combinations, of course, while Henry was to be either one sort of Emperor or the other, Wolsey was to be Pope. But Charles V., who from the first moment of his rule meant to make himself master of the world, and with the ambitious antiquarianism of a fiery imagination had engraved *Renovatio Imperii Romanorum* on his seals, was only playing with Wolsey and his master. When the Emperor had married the Infanta of Portugal, released Francis I., and, finally, taken the Pope into his keeping, Henry, finding all his Continental ambitions hopeless, and even his own security and that of his dynasty on the throne of England threatened, suddenly abandoned Wolsey's policy and fell back on a revival of the British Empire—on the Anglo-Saxon precedents which set England up as an Imperial insular State utterly independent of, and in some sort of opposition to, the European mainland. Committed, for dynastic reasons, to the contest with the Papacy, the Empire and Spain, Henry threw himself on the support of the nation. The Parliament of 1529 sat for

seven years, and assisted the King, with the full consent of the nation, in the work of consolidating the Realm and laying the foundations of an Imperial Constitution. In the Statute of Appeals, 1532, the challenge is put forth to the world: "This Realm of England is an Empire." In the Act of Supremacy, 1536, the phrase occurs: "the Imperial Crown of this Realm." By the Statute of Wales, 1537, and subsequent Acts, the Welsh were made our full fellow-citizens "under the Imperial Crown of this Realm."

Finally, Henry reassumed the strictly Imperial title of Fidei Defensor, of which he had been deprived by the Pope, and erected Ireland into a Kingdom—another strictly Imperial act. The Kings of England, in an Irish Statute of 1537, were titled "Kings and Emperours of the Realm of England, and of the Land of Ireland." Three years later the title of King of Ireland was given Henry by the Irish Parliament, and, subsequently, he procured the passing of an Act of the English Parliament providing that the said style, together with all the other titles assumed by Henry, should be annexed for ever to the Imperial Crown of this his Highness' Realm of England. The whole style of the English Crown was thus rearranged by Henry VIII. to mark his complete break with the system of the Western Empire, as well as with the spiritual power of the Pope.

Queen Elizabeth's policy, nationalist in politics as in religion, was a continuation of her father's.<sup>1</sup> She was proclaimed as Queen and "most worthy Empress," with "all other styles rightly belonging to that Imperial title." The Act of Parliament acknowledging her accession states her intention of restoring and uniting to the Imperial Crown of the Realm the ancient jurisdictions and pre-eminences thereto appertaining. She had a complicated task before her. With exiguous resources and an insecure tenure of the throne she had to shelter her infant Empire from the hostility of Europe: to secure the Union with Scotland and the settlement of Ireland while attempting to add to the Common Crown new Kingdoms oversea. The Union of the two Home Crowns she achieved by abstaining from marriage: by adopting the child of her enemy, the Queen of Scotland, as her heir. Settlement oversea she left chiefly to voluntary effort: striking, however, a bargain with her emigrant subjects which affords evidence of their Imperial citizenship from the outset. In the Letters Patent issued to Raleigh permission (very necessary in

<sup>1</sup> Cf. "new kingdom" in *Henry VIII. (ad fin.)*, and Shakespeare's prophecy of Elizabeth and James.

those days) is given to the lieges to emigrate; and in return for their adventurous energy, as well as "for uniting in more perfect league and amitie of such countries, landes, and territories so to be possessed . . . with our Realms of England and Ireland, and the better encouragement of men to such enterprises," it is promised that "all such Countries from henceforth shall be of the allegiance of us, our heirs, and successors," and that the settlers, for all time, shall have all the privileges of free Englishmen. The letters are not the basis of the rights of our fellow-citizens oversea. They are part evidence, rather, of what the Government and the nation at that time recognised as being the Constitution of the Empire. Where Englishmen are, there is an England. Queen Elizabeth saw the Empire she wished to found as a congeries of Kingdoms. It was, indeed, the only political formula possible to her, or to her people, in a day when the idea of the Sovereignty of Parliament had not been invented. And in accordance with, or in confirmation of, her guarantee, Elizabeth, as English Empress, assumed the Royal Crown of Virginia, or British North America.

How the concept of Empire had by this time struck the popular imagination is apparent in the epigraphic evidence and in the literature of the period. Hitherto the assumption of the Imperial title had been little more than a move in the game of high politics, an international protest of independence. Now, it passed into popular speech. The title "Queen of Virginia," by the common usage of the day, was added to the other titles of the Empress-Queen. In some thirty portraits extant she is described as *Anglia, Franciæ, Hiberniæ, et Virginia Regina*; which, indeed, is the common form, unless the title is varied by the omission of France. Spenser's "Faërie Queene" is dedicated to "the Most High Mightie and Magnificente Empresse . . . Elizabeth, D.G. Queen of England, France, and Ireland, and of Virginia." Raleigh's captains took possession of English America for Elizabeth, as rightful Queen of the same, it being the "new Kingdom" which Gilbert, according to Selden, had previously received (by deputy) of the Queen "as her beneficiary." Lane, one of Raleigh's Governors, writes to the Secretary of State, in 1585, of "this, Her Majesty's new Kingdom of Virginia," and congratulates her on "the addition of such a Kingdom to the rest of her Dominions." In many other State papers the new Kingdom of Virginia is similarly mentioned. Gilbert and Raleigh were the Joshuas of our oversea Canaan. Seeley dates the Empire and the Union from the Stuarts, but Lord Bacon, who helped to direct the Jacobean settlement, reminds us

that, "as in arts and sciences to be the first inventor is more than to illustrate or to amplify, so in Kingdoms the first foundation or plantation is of more noble dignity than all that followeth." The Elizabethan settlement failed. But it should be remembered that all the original settlers in the Jacobean Kingdom or Dominion of Old Virginia, and even those of the Commonwealth of New England, were Elizabethans by birth, and had full knowledge, when they emigrated, of Queen Elizabeth's promises, which were, moreover, repeatedly confirmed by her successors.

James I. was led by his jealousy of Elizabeth, by national feeling as a Scotsman, and by his anxiety to exalt his own position as the inaugurator of a new epoch, rather to ignore Anglo-Saxon precedents, and to recur to those of a worse than doubtful antiquity, in the legendary Empire of King Arthur, traditions of which, associated with the Imperialist prophecies of Merlin, prohibited in Elizabeth's reign, had lingered through many centuries. (Malory, writing in the fifteenth century, speaks of Arthur as the Emperor of Great Britain, and as refusing to pay tribute to the Emperor of Rome.) On the whole, however, the legal fictions of the Tudors were maintained, and the Act of Accession proclaimed the "reunion" of the two kingdoms under the ancient Imperial Crown. But if the Empire of Elizabeth was maintained and fostered, and if James (as we shall see) asserted his right to make indefinite numbers of subsidiary Kingdoms in the Colonies, his feeling of jealousy caused him, very unfortunately for our subsequent history, to allow the definite title of King of America or Virginia to drop. Moreover, the Stuarts, with their despotic tendencies, detested the limitations of old Sir John Fortescue's "political" Kingship. Consequently they often took occasion to avoid the use, as applied to the Colonies, of the word "Kingdom," which, little as they were inclined to admit it, nevertheless undoubtedly bore, to some extent, constitutional associations and limitations, whereas such words as "Dominion" and other feudal terms were less open to this objection, and the newer names of Colony or Plantation were subject to no traditions at all. Hence the prevalence throughout the four Stuart reigns of the "Manor" and the "Palatine" theories, of which it is enough to say here that, with the help of complaisant lawyers and of a succession of more or less skilfully-drawn Charters, it was at different times sought to show alternatively *either* that the Colonies were part of the Royal demesnes, attached technically to the Manor of East Greenwich, or that they were, or should be, strictly similar in

constitution to the old Palatinates of Chester and Durham. With the complex questions arising out of the Charters, especially in connection with the "denizen" clause, it is quite beyond the scope of this Paper to deal. Calvin's case, and the case of the Post-Nati, the greatest case, Coke says, ever heard in Westminster Hall, bear also on this point, and possibly settle little more (though this is not the accepted opinion) than that England and Scotland had become, for certain purposes, one Realm. In the course of the arguments the case for Imperial citizenship was luminously supported by the similar case of St. Paul. "As St. Paul was *Judæus patriæ et Romanus privilegio*—*Judæus natione et Romanus jure nationum*, so may the appellant Calvin say that he is *Scotus patriæ et Anglus privilegio*, *Scotus natione et Anglus jure nationum*." The phrase poignantly recalls Sir Wilfrid Laurier's recent claim for Canadian development "on the strictest lines of Canadian nationality and British citizenship."

As to the local Constitutions of the Colonies generally, it may briefly be said that, whether under so-called Royal or under Chartered or Palatine Governments, our oversea settlements enjoyed constitutional freedom—quite as much of it as was enjoyed at corresponding epochs by the Home Kingdoms. They assumed, rather than were granted, the right of self-government. Above all, their right of self-taxation was never infringed. Twice the Attorneys-General of England were consulted as to the legality of taxing the Colonies, once by a Stuart King and once by George I. It was not till the reign of George II. that the Attorney-General of the day, while confirming the opinion of his predecessors as to the impossibility of taxation by the King, added that the British Parliament might tax them if it chose. Three matters refuse to be passed over before we leave the reign of James I. In 1619 the coat of arms devised for Virginia bore the motto *En dat Virginia quintum*. James having succeeded to the throne of England, Virginia was called a fifth Kingdom. On the title-page of the Virginian Statutes in the eighteenth century, on the other hand, the motto reads *en, &c. quartam*. After the Union of 1707, that is, Great Britain, France, Ireland, and Virginia made together four Kingdoms. With this we may compare the inscription on the Great Seal of Jamaica, presented by Charles II. The Royal title is given as King of England, France, and Ireland, Lord (*Dominus*) of Jamaica, Defender of the Faith. A "Lord" implies a Dominion or Subaltern Kingdom. Secondly, there is the explicit refusal to let Parliament interfere with the Colonies in 1621.



When, in that year, a Bill was introduced into the House of Commons to extend to Englishmen the right of fishing on the North American coast, the House was informed by the Secretary of State that America was not annexed to the Realm, and that "it was not fitting that Parliament should make laws for those countries." Three years later the Bill was reintroduced and passed, but the Royal Assent was withheld, with the declaration that the Colonists were without the Realm and jurisdiction of Parliament.

Finally, there is the matter of the Nova Scotia baronetcies. James had previously granted English baronetcies to persons who would help him to plant settlers in Ulster. In the last years of his reign he proposed to grant Scots baronetcies to persons helping him to plant Nova Scotia, which is described in a Warrant to the Attorney-General as the Kingdom of Nova Scotia, and, in a Royal Letter to the Privy Council of Scotland in 1621, as a Colony "holden of us from our Kingdom of Scotland." The project, which was attempted with the help of the Scottish Privy Council, came to very little; though Charles was created the Premier baronet shortly before his father's death. In 1634 the Colony of New Albion, the present site of New York, with New Jersey, Maryland, Pennsylvania, and Delaware, was erected into a County Palatine, and granted to Sir Edmund Plowden, to be held as depending upon "His Majesty's Royal person and Imperial Crown, as King of Ireland." The Charter was granted by writ of Privy Seal, witnessed by the Deputy-General of Ireland. This Colony unfortunately, like a vast number of others now forgotten, came to nothing. It would have been interesting to watch the inter-play of the Colonial activities of the several Kingdoms of the Common Crown. Some idea of the confusions which might have resulted may be gathered from Cleyborne's case. In 1627-9 the Virginian Government gave authority to William Cleyborne, as "Secretary of State of that Kingdom," to extend its boundaries to "where New England began." On the other hand, the oldest State paper of Maryland is a document issued by the Secretary of State for Scotland, in 1631, to the same Cleyborne, still as Secretary of State for Virginia, authorising free-trade between Nova Scotia, *New England*, and Virginia. How the King of Scotland could grant free-trade between two English Colonies is not clear. But at all events these instances will show you that the English Parliament was not sovereign in the Empire in pre-Cromwellian times. Two more citations from this period shall suffice. When, in the last year of James I., the Crown superseded

the Chartered Company in Virginia by an issue of *Quo Warranto* and resumed the government, the King was explicitly described as King of Virginia. The supreme power in the Colony was said to reside in the hands of the Colonial Parliament and the King, as King of Virginia.

At his accession Charles I. proclaimed that "we hold the Colonies part of our Royal Empire." And "our full resolution is," he continued, "that there may be one uniform course of government in and through all our whole Monarchy." Charles's centralising tendencies might probably have embroiled him with his oversea Dominions, but his subjects at Home quarrelled with him first.

During the English Civil Wars the Colonies naturally went their several ways. The group centred round the Kingdom of Old Virginia was for the King. The Commonwealth or Puritan Republics which formed the New England system, while in sympathy and close intercourse with the Independents of England, were quite resolute not to submit to a sister-Commonwealth. Even in 1640 the Governor and Council of Massachusetts declined to apply to Parliament for protection against certain aggressions of Charles I. and Laud, on the explicit ground that they would thereby risk submitting themselves to the legislative authority of Parliament. From the time of the outbreak of war Massachusetts acted almost entirely as an independent State. It formed leagues with the neighbouring Colonies and with foreign nations, prohibited appeals to the Privy Council, assumed by force or intrigue the government of the adjoining Colonies of Maine and New Hampshire, refused obedience to the Parliamentary Commissioners sent out to demand it, and finally established the New England Confederation, the United Colonies of New England, the first edition of the United States, which lasted from 1648 to 1684. A mint was instituted at Boston, which coined money with 1652 impressed on it as the date of Independence; and neutrality was enforced between Royalist and Parliamentary ships of war in the Confederation's harbours. Even when Parliament became dominant in England, New England refused obedience, explicitly, by resolution of its Legislature, and through its London agent, declining to acknowledge Parliamentary supremacy; and when a project for Imperial Parliamentary Federation was strongly pressed on its consideration by the Lords and Commons alike, decided that the idea was impracticable. But Cromwell and his friends could not quarrel with the oversea Puritan community. In 1642 a resolution of the House of Commons refers to New England as a *sister-Kingdom*. In 1647 Parliament definitely acquiesced in

the claim of the Confederacy to self-government. In 1651 the high-handed Boston authorities (relying on Charles I.'s Act of twenty years before, granting free-trade to all the Dominions of the Common Crown) declared their intention to export their produce duty-free into all English ports; which they succeeded in doing, though the freedom of trade of the rest of the Empire was abrogated.

Over the Royalist Colonies, on the other hand, Parliament asserted its power by force. After the execution of Charles I. Virginia and Barbados declared it an act of treason, and proclaimed Charles II. King; the latter Colony even passing an Act giving trade preference to the Dutch. The answer of the Commonwealth was twofold. Ireland, Scotland, and the Channel Islands having been conquered, the Government was now free to impose submission on America by force of arms; and, at the same time, an Act was passed altogether prohibiting commercial intercourse with the Royalist Colonies, a boycott in which New England joined. A small fleet was sufficient to enforce surrender; but the Articles of Agreement provided for inter-Colonial and Imperial free-trade, a proviso which seems to have been ignored. With the history of the Navigation Acts we have no space nor time to deal. They gave us the carrying trade of the world, and were endured to the last, as the price of sea-dominion, by the Colonies with an exemplary willingness of which there is abundant evidence—usually ignored by historians. The Parliamentary Ordinance which concerns us most at the moment is the Declaration, in 1650, that “the plantations are and ought to be subject to and dependent on England and subject to the Parliament of England.”

This was the conquest of the Empire; the abolition of the Elizabethan Constitution; the denial of the right of the Colonies to self-government. Cromwell substituted the English nation for the Common Crown in the sovereignty of the Empire. He established the Empire of a dominant community; the tyranny of one free people over another. And that his action was imposed on him by political necessity does not alter the fact that his conquest of the Empire, confirmed by the absorption (equally necessary) of the powers of the Crown by Parliament in 1688, made the revolt captained by Washington inevitable.

The political union of the three Home Kingdoms was achieved by the Commonwealth, but it was incorporation as the result of conquest, and really without representation. The incorporation of Scotland was granted as an act of grace; Ireland and the dominions overseas were arbitrarily added, and the whole subjected to the

legislative authority of the Protector and Parliament. The representation of Scotland and Ireland was a farce : that of the oversea Dominions was discussed, but found impracticable.

On the death of his father, Charles II., as has been mentioned, was proclaimed by the Virginian burgesses King of Virginia and of England ; and though next year temporary submission to the Parliamentary Commissioners was enforced, and the Constitution of the Colony assimilated to that of the Home Kingdom by the subjection of the Executive to the local legislature, yet within eight years, and even before the Colonists had heard of the death of Cromwell, Charles II. was again proclaimed by them King of England, Scotland, Ireland, and Virginia. After Monk's counter-revolution New England itself found no difficulty in making her submission. " May it please your Majesty to cast an eye upon your poor Mephibosheths," ran an address forwarded by the Governor in 1661, " kneeling at the feet of their restored King." The Restoration was supposed to re-establish the political conditions prevailing before the Long Parliament. But this was not the case as regards the Empire oversea. The authority claimed by the regicides was not again let go. Indeed, in spite of the claim to sovereignty asserted by the Commonwealth, the people of Virginia had in actual practice been left sovereign and self-governing ; and the yoke of the English Crown-in-Parliament imposed on them by Charles II. and James II. was a political revolution. The New England States maintained a sturdy resistance to oppression when their charters were confiscated, importunately, and at the long last successfully, soliciting new ones. But, after all, the campaign of Jefferies and his master against charters, at the end of Charles's reign, was directed equally against local liberties of all sorts, at home and oversea, municipal as well as Colonial. The charter of the City of London was confiscated in the same year as that of Massachusetts, and the total number cancelled may be judged from the fact that 200 new ones were issued, of approved oligarchical type and revocable at pleasure. These aggressions of the Crown, therefore, provoked no national animosity nor disloyalty amongst the Colonists. Their Imperial citizenship was not the object of attack ; they only suffered in common with their fellow-citizens at home. Moreover, the charters were not the foundation, so much as part evidence, of their liberties, of which, in the last resort, they were fairly well able to take care of themselves. The Palatine theory might be developed, but self-government went on. The first collectors of customs arrived in America in 1676 (just one

hundred years before they were expelled); but in that very year a clear declaration was obtained under Charles II.'s Privy Seal that the sole right of taxation lay with the King and the Legislature of each Colony affected. Further Navigation Acts were passed in restraint of trade, and were evaded by the New England traders just as the inhabitants of the south coast of England evaded the revenue laws. By the wording of the Navigation Act of 1660 the Colonies were expressly described as "Dominions" (of the Empire) "not of the Crown of England." But the worst feature in the inter-State politics of the Empire at this and the following period was that the Elizabethan Constitution—the idea of the Colonies as oversea Kingdoms—was allowed gradually to drop into oblivion. The tendency of the age was against it. Parliament in England was absorbing more and more the powers of the Crown. In 1688 the Crown-in-Council was completely absorbed, for the time at least, in Parliament. Virginian statesmen, for a generation or so, continued to employ, in their petitions and addresses, the phrase "the parent Kingdom"—the implied correlative of a daughter-Kingdom being, possibly, left to the imagination of a royal master who had been King in Virginia before he was King in England; but from about this time the use of the name Kingdoms begins to disappear both from general and from legal use because it was in nobody's interest to retain it. The Proprietors, in the case of the Proprietary Colonies, had no motive to insist on anything but their own privileges, and naturally affected as far as possible to consider the Colonies as in the nature of private domains. To the democratic factions, in England and America alike, the word was equally antipathetic. Neither the Stuart Kings nor their successors had any desire to see the plantations ranked definitely as constitutional Kingdoms under the Common Crown. The English constitutionalist and lawyer was all for the sovereignty of the Imperial Parliament. It was no one's interest to remember or to insist on the allegiance of the Colonists to the Common Crown, or on the correlative duties of the King as the sovereign of his subjects oversea, until at last it was too late, and the very conception of the Common Crown—the authority of the Imperial Crown-in-Council—and with it all recollection of our Federal Imperial Constitution, had vanished.

The final catastrophe was now inevitable whenever the power of the Colonies to resist should clash with a disposition of the Home Government to enforce the new theory of the Constitution, the dominance of the English people and their Parliament.

But in fact nearly a century elapsed after the absorption of the Common Crown by the Crown-in-Parliament in 1688 before any outbreak occurred. Your Englishman has a marvellous power of ignoring inconvenient incompatibilities—of making political contradictions *work*; a power which was never more conspicuously displayed than by the fact that our amorphous unsystematised Empire of to-day continues to exist at all. In the meantime Scotland was taken into partnership. The work of Elizabeth, who had united the Crowns, and of Cromwell, who had forcibly incorporated the countries, was completed by the Parliamentary Union, the real incorporation of the realms. Just before the Union a last attempt at Colonial activity by the northern Crown may be noted. By an Act of the Scots Parliament in 1695, and by Letters Patent under the Great Seal of Scotland, power was given to a Scottish East India Company to found a Colony in America. The settlement of Darien was inconsistent with the Anglo-Spanish treaty of 1670; the energy of the new Chartered Company alarmed the English East India interest, and Darien was ruined. Soon afterwards the bargain of the Union was arranged. Scotland threatened separation after the death of Anne, and made the final annexation of the Crown of Scotland to the Imperial Crown conditional on the conversion of the English into the British Empire. In return for her consent to incorporation she was made free of our entire Empire oversea: or, rather, she was admitted to a share in the sovereignty of our Oceanic Empire; for the sovereignty over Ireland, as well as over America, the West Indies, and our Eastern Dependencies was understood for the future to be vested in the joint Parliament. The British Empire, properly so called, came into existence in 1707. Ireland, reduced by her recent re-conquest, under William III., to the level of a dependent Kingdom, aspired to the same incorporating union. But incorporation was not for her. She had nothing to offer in return. There was, in her case, no menace of a Succession difficulty. She was already under the Common Crown.

It is a curious fact, which may be noticed in passing, that when the Union with Scotland was before the House of Commons in 1706, a scheme was publicly advocated for the establishment of a British Empire completely equipped with subordinate Kings, Princes, and a Patriarch of London. The precedents were drawn avowedly from the Anglo-Saxon Empire.

But the British Empire of fact was on the verge of disruption; *though* (significantly) for a generation preceding the loss of

America the air was full of projects for inter-Colonial and Imperial Federation.

The French war at the end of the reign of George II. joined the Colonies with the Mother Country in a great common military effort. But even before the war the pressure of foreign politics had made possible the union of Virginia with Massachusetts. Few things are more significant of the development of the Colonies than the outburst of plans for an American union between 1748 and 1755. Such plans had been not unknown before. James II. had intended something of the sort; but recollections of his practical experience of the temper of the Colonists as Governor of New York probably caused him to decide against it. William Penn, in a memorial to the Board of Trade in 1696, entitled "A Brief and Plain Scheme how the English Colonies in the North Part of America may be made more useful to the Crown," recommended a Continental Congress with a Royal Commissioner as president. Many successive schemes took rise in the Colonies, the most promising of which was Franklin's at the Albany Congress in 1754. But the Imperial Government, in point of fact, was unable to make up its mind to trust the Colonies to federate. We were afraid of the sectaries of Massachusetts. British policy, from the time of the early Stuarts onwards, was in one respect consecutive. The successive Committees responsible for our relations with the Colonies handed on from one to another a lively recollection of the factious and republican tendencies of New England. We need not enter in detail on the well-worn story of the Great Revolt: the story of the Boston Tea Party, the Stamp Act, Grenville's and Townshend's follies, the pedantic obstinacy of the King, and so forth. These were the mere exacerbations of a crisis for the real economical and political causes of which we must look deeper. The Navigation Acts may be at once dismissed as a cause of rebellion.

What led in reality to the whole trouble was the resolution of the English Government to insist on the institution of what was technically known as a Hereditary Revenue in America, similar to the Hereditary Revenue in Ireland; and on their simultaneous determination to attach, for this purpose, the Crown lands at the back of the settlements, the *hinterland*—or what is now the centre and west of the United States. From the days of William III. onwards we find a steady line of precedents of opinion that America should, like Ireland, provide for the support of a military establishment. It was one of the first subjects of consideration when the Board of Trade was organised. It occupied the attention of

Ministers in the reign of Anne, and again in the time of George I. Under George II. the Duke of Cumberland laid it down as a principle. But indeed the nation was united on this point. Parliament, King, and people felt that the Colonies ought to take up their share of the burthen.

Now whereas, owing to the alienation of English Crown lands and the seizure of the Customs by Parliament, we may take it that in England by the time of George III. the whole revenue of England was "extraordinary revenue," or what we nowadays understand by ordinary taxation, in Ireland, on the other hand, the older system had survived. The King lived "of his own." The Crown lands (the result of the never-ending confiscations after each successive reconquest) and the Excise and Customs produced an Irish Fund, or Hereditary Revenue, which supported not only the civil Government, but 15,000 troops; 10,000 of which were at the disposal of the Imperial Executive for service abroad. A second subsidiary army had been created in India, intended of course primarily for the local purposes of the East India Company, but the possible uses of which in an emergency were shown at a later period by the plans of the Duke of Wellington and the Government for the invasion of Mexico in 1806, which included the disembarkation of a Sepoy army at Nicaragua. The contemplation of these two armies, combined with the vast additions made by Chatham to the National Debt, tempted the British Government to insist on the formation of an American Fund or Hereditary Revenue for military purposes; while the efforts made by the Colonies in the Seven Years' War, when more than 20,000 troops raised and equipped by the Colonies assisted us in the conquest of Canada, not only confirmed the Imperial Government in its resolution, but on the other hand also gave the Americans some idea of their own strength. Finally, without any confiscation of private property, it seemed possible, after the conquest of Canada, to lay hands on the "back-blocks," and thus to provide from land revenue and Customs, as in Ireland, a substantial measure of relief to the English taxpayer. The case for that taxpayer was clear. The population of the Mother Country, weighed down with debt, was a bare eight millions. The land-tax was 4s. in the £. The population of the American Colonies was  $2\frac{1}{2}$  millions. Nine-fourteenths of our total sea-borne trade in 1766 was with America and the West Indies, and more than half our total exports were to the American Colonies alone; while the Imperial Customs Houses collected their (purely regulative) duties at an absolute loss. If the Colonies had



been able and willing to vote a Permanent Revenue similar to the Irish Fund, or to the Permanent Revenue actually existing in the case of Virginia, every argument of their enemies would have fallen to the ground. A far smaller contingent of Imperial Service troops than the 20,000 men provided for the Canadian War, or than the 16,000 effectives provided by New England alone at the outset of the Rebellion, would have disarmed the resentment of the British taxpayer and utterly have baffled the King. But to provide this it was necessary that the Colonies should federate, and this was precisely what the Imperial Government, forced by the accepted Constitution of the country to maintain the supremacy of the Imperial Parliament, could not venture to allow. America was not, like Ireland, a conquered country; and English settlements oversea, once united under a national central Government, could not have acknowledged the rule of a representative legislature not their own—the dominance, that is, of another community. Being resolute therefore not to allow the Colonies the means of concerted action, or the central Government which might have imposed the taxation required, we used the argument that the funds for their proper defence must be raised *somehow* to justify us in taxing them ourselves. It was the case of the Unjust Steward. The powers of the Crown had been absorbed by Parliament—the Crown-in-Parliament had superseded the Crown-in-Council—for this very reason, that the Englishman declined to be taxed except by himself. Strafford in 1640 in the Privy Council had laid it down that the refusal of Parliament to find the necessary funds to repel invasion justified the King in raising money by other means. Now, Parliament in its turn was playing the tyrant. Refuge was taken in a favourite theory of the day, the principle of "Virtual Representation." The Realm was theoretically extended to cover or include all its Dependencies: and it at once became, in the eyes of the Constitutionalist, as just to tax America as to tax any city in England which had not yet obtained direct Parliamentary Representation. Unfortunately such juggling with ideas—such a sudden subversion of all their long-enjoyed rights of self-taxation—was not in the least likely to satisfy the Americans; while, on the other hand, the recent developments of our Constitution in England had made it impossible for us to perceive that (real incorporation in the realm, or Parliamentary Federation, being impossible by reason of the Atlantic) the only way out of the difficulty lay in a return to the older Constitution of the Empire, the principle of union under the Common Crown. The powers of the Crown having become

completely absorbed in Parliament, George III. was no more than loyal to the British Constitution of his day when he refused, with impatience, to listen to the repeated request of the Colonists that he would admit himself King of America. But the ultimatum of the Americans, in 1774, was actually a demand for the restoration of the Federal Constitution of the Empire.

Our first Empire, then, was lost. But the Great Lesson taught us nothing Constitutionally;—nothing, indeed, at all, except the general inadvisability of oppression: and not even that, at the start.

Our departure from the old Constitution of the Empire “largely contributed,” says Jenkyns,<sup>1</sup> “to the revolt of the thirteen American Colonies, and after their complete separation a change of opinion began.” Colonial Constitutions for some time to come “reserved greater power to the Home Government than did the old Constitutions.” We hardened our hearts, that is, *after* we had been obliged to let the people go, and concentrated our rigours on the few Colonies left, most of them insular and unable to resist our fleet. Downing Street took charge of the Empire; and Downing Street, under the influence of the African Society, was an incredibly aggravating institution. Revolt followed revolt in Canada and the Cape, but the West Indies suffered helplessly. The only reason, in the end, why we did not lose our second Empire was that, with the advent of Free Trade, we had determined to abandon it; and studied neglect gave as an indulgence some approach to the measure of self-government which under the Stuarts had been recognised as a matter of constitutional right. Some relaxation of the grip of Parliament was an inevitable result of the Reform Bills; of the counter-Revolution since 1832. The Sovereignty of the People meant the revival of the idea of self-government. The true doctrine, moreover, was somehow guarded in the arcana of the Privy Council, and was promulgated in a remarkable Memorandum in 1850. In that year the proposal to federate Australia and the request of the Cape for representative Government having been referred to a Committee of the Privy Council for their advice, the Committee reported that in the ancient possessions of Her Majesty’s predecessors before their revolt, and in the elder Empire generally, there had prevailed a system of self-government by legislature of three estates—viz. the Sovereign, a Council, and an elected Assembly. Such self-government, the Memorandum concluded, it was not within the power of the British Government to refuse to any settlement that had passed the stage

<sup>1</sup> ‘British Rule and Jurisdiction,’ etc., p. 8.

of infancy. The sovereignty of the British nation over our settlements of freemen oversea was only for the purposes of guardianship; only to be exercised during their nonage. And in accordance with this view Mr. Gladstone himself, in a speech on the Bill granting self-government to New Zealand in 1852, spoke of the elder Constitution of the Empire as an ideal to which we must as soon as possible return. "We have not yet arrived," he said, "at the just and normal relation between a Colony and the Mother Country developed in former times."

I have, as I promised, bored you with a necessarily discursive recapitulation of history. But I hope and think I have convinced you that the sovereignty of Parliament in the Empire was only a result of the Cromwellian conquest and of the Revolution of 1688. I believe you will agree with me that the subjugation of the oversea Kingdoms to the Parliament, and therefore to the people rather than to the Government of this Kingdom, was the cause of their ultimate loss. Before closing this Paper I should like to consider for a moment the Empire as it is at the present time, and one or two results of the application of the formulas of Federal Empire to our contemporary difficulties.

In the first place, it is a mistake, I think, to say that the Parliament of the United Kingdom is now sovereign in the Empire. In Bagehot's time the House of Commons ruled the Empire. Now it no longer rules India, Canada, Australia, or New Zealand. It chooses, rather, the Government of the United Kingdom, as England still (in strict constitutional theory) elects her own King: and that Government is adopted as the Imperial Government. But the doctrine of 1688, of the sovereignty of Parliament, has given place, since 1832, to the doctrine of the Sovereignty of the People. The voice of the House of Commons is only one (though the principal) way in which the British Government discovers whether or no it has the confidence of the nation. And the Imperial Government, as such, must somehow manage to arrive at, and comply with, the wishes of the people of the whole Empire: at all events, it must command the confidence of our fellow-citizens of the sister-Kingdoms oversea. That Canada, Australia, and New Zealand are virtually Kingdoms must, I think, be admitted; for in name they are Dominions (subaltern Kingdoms), and their status as nations was formally admitted by the King at his accession. The British Parliament certainly serves several useful purposes as affording a common standard of legislation, and acts for the Empire, as a matter of convenience, in several matters of common legislative interest.

The British Government, as such, moreover, exercises a wide maritime dominion. But of effective sovereignty of the English people or its representatives over our fellow-citizens oversea there is scarcely a trace. Certainly there is no desire to enforce it.

But, in the second place, we must now distinguish between the Federal Empire, or Empire of the Common Crown, and the British Empire properly so called, the Empire of our maritime dependencies, with which is linked the Empire of India. The present condition of the Empire is, in fact, that the Colonies or oversea settlements of Englishry are becoming, or have become, nations or Kingdoms under the Common Crown; while the Dependencies, from the dependent Empire of India to the newest territories and spheres of influence in Asia and Africa, with our Sea-Dominion, and the vast system of coaling-stations which forms part of it, are Dependencies of the United Kingdom, not of the Federal Empire. The Colonies cannot take their share of our Sea-Dominion, nor should they be asked to do so, till on the one hand a really Imperial Government, an Imperial Cabinet, a Committee of the Privy Council, responsible not merely to the legislature of the United Kingdom, but to all the legislatures of the Common Crown, is constituted, and on the other hand *the National Debt is Imperialised*. The Colonies, in short, should not be asked to share in our Sea-Power till they assume their share of the burthen it has cost us. We have given them the *land* half of what we won by the Debt,—the Crown Lands, which should perhaps have been reserved as a common Imperial heritage, the proceeds of the sale of which might have been used as an emigration fund. They are willing now to maintain of their own revenues the oversea armies which George III. tried to force them to provide. Any attempt to institute a system of contributions to common defence at sea without previously elucidating the relations of the States in the Empire must lead to disastrous disputes. Every premature and ill-considered attempt at union or centralisation in the Empire has ended in disruption: and Parliamentary Federation (it should be remembered)—the confusion of legislatures—was considered by all parties to the bargain in the eighteenth century, and was finally dismissed as both impracticable and undesirable. Assessments of contributions to the Navy, the control of which at present, in the interests alike of our Maritime Dominion and of our hegemony, must remain in our hands, would become evidence of an unendurable domination, the dominance of one free people over another. On land, on the contrary, the principle of the

development of the Colonial Armies—the strengthening of the National Militias—at once adds to our strength, leaves us the hegemony in foreign policy due to our Sea-Power, and is in harmony in the meantime, and pending further arrangements, with the principle of self-government.

What we must, probably, do, some-when, is to separate the Federal Empire of Anglo-Saxondom from our own Empire of Dependencies, leaving the care of the latter, as at present, with the Colonial Office, while entrusting the relations of the United Kingdom with the former to a Secretariat for Imperial Affairs, and its supreme disposition to an Imperial Committee of the Privy Council. What it might probably be advisable for us to do at once is to provide the Secretary for the Colonies with an Advisory Colonial Council (consisting of the Agents-General) to assist him when dealing with the sister-Kingdoms oversea. In any case, we can see that, alike in examining our past history and elucidating present problems, it is necessary to begin by envisaging our Imperial System as a congeries of Kingdoms under the Common Crown. The doctrine of the sovereignty of Parliament—the attempt to consider the Empire as one Realm—is obsolete; is a survival of the ideas of 1688; and is inconsistent with the first principle of the English polity, the principle of self-government. The formulas of Empire are our only key to the relations of the British Islands and their Dependencies amongst themselves as well as the relations of the whole with the rival system of Europe. Even our traditional policy of the Balance of Power, our championship of the lesser nationalities, and our Mediterranean policy (a policy of intrusion into Europe) is no more than the desire of an Oceanic Empire to safeguard itself against the possible reunion of the European Continental System under one predominant State. It was not for nothing that Henry VIII. proclaimed that this realm of England “always was an Impire.” The title of the King should be amended to run,—“D.G., of the United Kingdom and its Dependencies King, British Emperor, King of Canada, Australia, and New Zealand, Emperor of India.”

#### DISCUSSION.

The CHAIRMAN (Lieut.-General Sir J. BEVAN EDWARDS, K.C.M.G., C.B.): In the Paper to which we have just listened with great interest, a Paper the writing of which must have cost its author a considerable amount of time and trouble, there is much solid matter demanding our attention, but at the same time I feel a

difficulty in picking out subjects which admit of discussion. The greater part of the Paper is purely historical, and I do not myself profess to have such a minute knowledge of the subject as to be able to discuss particular points of that character. At the same time, the Paper opens the door freely to those who wish to give their opinions on the subject as enunciated in the latter part of the Paper. The lecturer gives the reason of the revolt of our North American Colonies. I think we may congratulate ourselves that any repetition of the policy which led to that result is in the future practically impossible. Improved means of communication with all parts of the Empire, the vast extension of submarine telegraphs, and last, but not least, the immense increase of a great free Press—all these tend to unite the Empire in a way which would prevent any recurrence of that policy. I quite agree that the House of Commons of this country is hardly an Imperial Parliament of the Empire. I remember some years ago in Australia a leading statesman, in discussing this question, said to me that one of the things that “you in England have got to realise is that the House of Commons is not an Imperial Parliament in a sense that it can interfere with us here in Australia.” I do not think there is the least intention on the part of the Imperial Parliament to do anything of the sort. But still it is the fact that we have no actual Imperial Parliament. One thing is clear—the world is full of changes, and we cannot go on in future as we have done in the past. The whole defence of this great Empire, until quite recently, was practically thrown on the Mother Country. At the present moment there is something like 11,000,000 of whites in our Colonies against 42,000,000 in the Mother Country. When that proportion increases till probably we have half as many whites in the Colonies as we have in the Home Islands, it will be quite impossible to expect the people of this country to undertake the whole cost of the defence of the Empire. And therefore, whatever argument may be used in favour of naval and military contributions at the present day will apply with much greater force in future. What is after all the practical problem we have to solve? Is it not to organise the forces of the Empire for the defence of the Empire? As regards the land forces, as has been said by the lecturer, there is no reason they should not be organised for general defence without in any way interfering with the freedom of the self-government of the Colonies. That argument, however, does not apply so much to contributions to the navy, because the Colonies will have no control over the expenditure

of the money ; but the maintenance of the local military forces will of course be paid for by the Colonies, although they may be by common consent available for the general defence of the Empire. I think the problem is much the same as had to be solved in 1889 when I went to Australia. I was sent to inspect the military forces of that country, and part of my instructions were that I was to propose a scheme for mutual defence of the Colonies. When I came to go into the question I found it absolutely impossible to get six different States, with six different Parliaments and six different sets of Ministers, to agree to any common form of action ; and that if a mutual system of defence was to be arranged it could only be brought about by the creation of a federal force by means of a federal government. It was these considerations which impressed so strongly the late Sir Henry Parkes and impelled him to take up the federation of the Colonies ; and it fell to my lot to give him the platform on which to preach the doctrine of their federation, with the result that after many years that federation has come about. I think the problem we have to solve now in regard to the Empire is the same that has been solved in Australia. Germany found it necessary to federate and united its military forces, and I think there cannot be a doubt that if this Empire wishes to show a bold front to the world it should organise and federate its forces for common defence. Events are leading up rapidly to this. We have besides the Mother Country a second large unit in Canada, a third in Australia, a fourth in New Zealand, and soon, I hope, we shall have a fifth in the Cape ; and I see no reason why some sort of federal government as proposed by the lecturer should not be established and meet in this country to advise and assist in organising the forces of the Empire for its defence. As I said a few days ago in this room, I hope some great minister will arise and take this subject in hand and organise all these great forces in one body for the defence of our common interests.

Sir JOHN COLOMB, K.C.M.G., M.P. : I am very much obliged for the opportunity of saying a few words. I think this Institute is to be congratulated upon having recorded in its Journal a most admirable, valuable, and interesting historical sketch in relation to the Empire oversea. I was astonished in glancing over my copy of the lecture to find an expression of the lecturer's apprehension that he was going to bore his audience. I venture to think that he has done nothing of the kind, and that he has conveyed knowledge acquired by vast research in a form that confers on us a great educational advantage without perhaps our knowing it. There is

one point I do not think he made quite sufficiently clear. We use the phrase Imperial Parliament, and most people imagine that that means the House of Commons or the House of Lords, or both together. That, of course, is a mistake. The Imperial Parliament means the King, the Lords, and the Commons co-operating and co-ordinating together, and we find in the Colonies that repeated as a sort of microcosm in the Governor representing the Crown and the Upper and Lower Houses. I am extremely glad the lecturer has emphasised the distinction between an Empire of Dependencies and a Colonial Empire. Of course that is my doctrine. I have always held that, viewing the whole position of Britain spread over the world, it is not really an Empire but a Trinity of Empires. There is the Home Empire, the Empire of Dependencies, and the more recent creation—the Empire of Colonies in the true sense. In order to understand these problems we have to remember that the first two, the Home Empire and the Empire of Dependencies, are bracketed firmly together. They are connected in our own administration through the agents we send out to govern them and by the force behind them. That is the firm tie. As long as administrative capacity is characteristic of our race we know this dual Empire will remain. But when you come to the Colonial Empire you find a fundamental difference. The tie is the Common Crown and common sentiment. When anybody thinks that tie will be broken which binds the Colonial Empire to the Mother Country by the action of one or the other he should remember that this is a question not merely of cutting the painter with the United Kingdom, but of dissociation from the Empire of Dependencies. Let me put it in this way: suppose some great earthquake or natural convulsion were to bring about the disappearance of the whole of the Colonial Empire; we should still have the dual Empire of the United Kingdom and its Dependencies—the greatest Empire in the world. Therefore, if the Colonial Empire was ever to separate itself, that act would dissociate it from the other parts of that great Empire spread over the face of the earth. Towards the end of his Paper the lecturer makes an observation to the effect that the Colonies are not to be asked to share in the dominion of the seas unless two conditions are fulfilled: one is, that some representative body should be constituted to control the forces of the Common Empire with regard to the navy. Now, whatever else happens, we must remember that the control of the navy must be absolutely one as the sea is one. The lecturer points out that through a Committee of the Privy



Council on a representative basis the condition of representation may be fulfilled. I believe that is the true key. But he imposes another condition (a condition precedent) that the National Debt should be Imperialised. Now I am bound to say I thought that I myself was a pretty advanced man, but if you are going to super-add and put in the forefront, as a condition of federation of the Empire for defence, the Imperialisation of the National Debt, I think you are raising a stumbling-block you will never get over. I must, therefore, enter a caveat against the assumption that that is in any sense a necessary preliminary to the establishment of an Imperial Council for defence. The suggested new designation of the Sovereign who is to rule these dominions is, I am afraid, rather too big a mouthful. If, as he says, every self-governing community is a kingdom, and should be recognised in the designation of the Sovereign, why leave out Newfoundland? And by-and-by would you not have to add South Africa as well? I think that idea of the Imperialisation of the National Debt should have been thought of when we made over the Crown lands. It is, I think, too late to open that question now.

Admiral the Hon. Sir EDMUND R. FREMANTLE, G.C.B., C.M.G.: I quite agree with Sir John Colomb as to the extreme value of the Paper to which we have just listened. We have had a good deal of talk about the word Empire. It appears to me that word has long been used in an extremely elastic sense. When I was in the China seas I had the honour of paying a visit to a very important King, important, at all events, in his own opinion, though I was not perhaps particularly struck by His Majesty. But since that time he has turned into an Emperor, and although we speak of the Emperor of Corea I doubt whether the change has made the country any more powerful. I dare say many of you remember that in Mr. Froude's "*Oceana*" he quotes Sir John Harrington in King James's time as referring to England becoming "the mightiest Empire of any that was known from the foundation of the world," and I have no doubt he used the word in the sense of its being a large number of kingdoms of various sorts. There, again, I am using a word, the word kingdom, a little carelessly. There is some truth also in what has been said about the word Imperial Parliament; it is used to describe the Parliament which we know in this country. I leave altogether to legal casuists the task of defining exactly what is meant by that phrase, but I have no doubt that Sir John Colomb is right when he said that Imperial Parliament includes King, Lords, and Commons. Some weeks ago I had the honour of

listening to a lecture in this room by Senator Matheson, and I did not at all approve the strategical notions he held or his desire to limit the defence of Australia to various ports. Having to speak rather late, I was not able to explain exactly how far I agreed with or differed from him. I should like to say that, to a certain extent, I do sympathise with the desire shown not only by Australia but by other Colonies to have a defence of their own—that is, to be able to spend the money themselves. It has been said that one thing to which Australia objects is that they have no control over expenditure. That is scarcely correct. In the arrangement made with the Australian Colonies, and in the arrangement which we hope and believe Sir Edmund Barton will carry through, a considerable control is given. They do not have the actual handling of the money, but they have an indirect control over the manner in which the money is to be expended. It is no doubt true that the Cape and Natal have, perhaps more trustfully, simply given their contribution in cash. On that subject I would point out that the Colonies can meet us half-way by training a Naval Reserve, and I believe they are much more inclined to do that than anything else. It may be some of those whom we call longshore men wish to call themselves Naval Reserve in order to get retainers, but everybody will admit that something, at any rate, may be done in this way to help us. I will not go into the difficulties concerning pay, the placing the men on board men-of-war, and with regard to officers, for all these difficulties can be got over, I think, if we will only put our shoulders to the wheel. If we could only agree to some sort of federation of the Empire, even without each part taking a share of the National Debt, we ought to be very pleased and glad it should be done.

Dr. G. R. PARKIN, C.M.G.: It is always a pleasure after moving on the great circles of the world for a time to be again in that surrounding of friends which one always finds in this Royal Colonial Institute, an Institute which links us together in such a remarkable way. I never come back from those travels without wishing that out of one's experience he could bring some little crumb of knowledge or advice which would help us directly or indirectly to understand the national problems with which we have to deal, and assist us in trying to solve them. Of this lecture I desire to speak partly in the warmest approval, partly with a most careful and restrained criticism. Its merit is so great in many particulars that I would prefer not to criticise at all. I do not pretend to be able to appreciate at a glance all the keen incisive allusions to our past *history* in which the lecturer tries at times to embody in a sentence

almost the history of generations, but I absolutely approve of the summing up which he makes of the fundamental principles which should guide us and the ends towards which we are striving. There is one point I want to mention, because I do not think that we British people, in spite of the mistakes we have made, should be blamed for mistakes we have not been guilty of. The speaker mentioned that the British Government before the American Revolution would not allow the Colonies to federate. On this point I would direct the lecturer's attention to a book written by one of the ablest and most powerful exponents of modern American history on what he calls "the critical period of American history," which he places immediately after the American Revolution. In that work Fiske points out with an amazing wealth of illustration and argument that, in spite of the pride of victory and all the feelings thrilling the country at that time, so intense was the repugnance of the different States towards becoming amalgamated, that for years the question hung in the balance; and only the genius of a great man like Hamilton, and the powerful arguments of one of the ablest bodies of men our race ever produced, overcame those difficulties. It is not quite fair, therefore, to blame England for having prevented a federation which, we are told, hung so many years in the balance when the Colonies were absolutely free to make it. I have had the interesting experience of having travelled within the last few months over some 17,000 miles of railway in America, where, living in a Pullman-car for weeks, I got what you might call a bird's-eye view of that wonderful country. I brought from this journey two or three strong impressions which I would like to associate with the thought which has been in the speaker's mind. But first I would turn to my old and much-valued friend, Sir John Colomb, in order to qualify a little some of the remarks he has been making. The lecturer spoke of the Imperialisation of the National Debt. That brings back to my mind a somewhat interesting recollection. Some fourteen years ago when I was in Melbourne, a man, prominent in public life, after an address I had given sought to upset all my conclusions in regard to the great idea of Imperial Federation. There was one argument used which struck me as singularly unfortunate. He said: "How can this country ever ally itself with that old country? Look at its great national debt. What does it mean? It means a great series of monarchical wars, the people's money wasted, destruction of life, national animosity, and the like." Then he turned round complacently, and said: "Look at the Australian debt—money spent entirely in the building of railways,

and on public works and the like. How can a nation which spends its money in this way ever join a nation which spends its money in the other way?" My reply to this gentleman, who held a title from the British Crown, was not difficult to find. I asked him by what title the people of Australia to-day are distributing the lands of that great country among themselves, except by the title purchased at the price of that debt? I said that a Colonist ought to be ashamed to ridicule the debt of England—which had enabled that country to give to her children in all parts of the world the splendid heritage they possess. Now what do I think the lecturer meant by the Imperialisation or unification of the National Debt? I have had my own thoughts about it. We have been doing something of the kind all round the Empire. I can remember in Canada when, if you mentioned the federation of the provinces, people shook their heads and said, "We shall never see it in our time." "Look at the provincial debts," they would say; "how are you ever going to deal with them?" Why, they went to work and federalised—Imperialised you might say—their debt. I remember Sir Charles Tupper telling me that five years before federation he came over to London to raise a loan for Nova Scotia, and could hardly get a bid from London financiers even at six per cent. At the time of which I speak he had just been floating something like a 25,000,000 dollar loan on the English market at between three and four per cent. That was the result of Imperialisation. I think what the lecturer said amounted to this in effect: Here is a great national debt piled up in the purchase of this Empire—the most wonderful investment the world has ever known; it enables us to give the whole of Canada to Canadians, and supplies homes for the thousands who are pouring into it. The same is true of Australia. It enables us to hold our wonderful commerce with India, and all the posts which form links of connection round the world. Why should we not all have our share of this? An Imperialisation of the national debt would allow the Colonies to do this at very slight expense. British Consols are selling at  $2\frac{1}{2}$  per cent., but in Canada and other Colonies we are paying more. We might well Imperialise these debts, and get the stamp of the national guarantee over the whole. I have often pointed out that if we would do, we should be able, without spending a dollar, to contribute millions of dollars in saved interest to the protection and defence of this Empire. Financial men would do well to face that question. One great bond to hold Canada together to-day is the common debt—the feeling it is all in

one fund and all are responsible for it. I believe the National Debt here is a great bond, everybody is interested in its security, and so I believe a great Imperialisation of the National Debt would, in the same way, be a consolidating and pacifying influence. I have been travelling, as I told you, over the territory of the greatest of our modern nations, the United States, and there are two or three thoughts which have forced themselves upon me. One is that if England—that is, the United Kingdom—ever thinks it is going to be merely of itself in the race with that great nation, it is greatly mistaken. It cannot be done. The vastness of its territory, the enormous wealth of its natural resources, the natural fertility of the soil, the amazing applications of science, all open up before it an immense future, a future with which England alone cannot compete. But let the Englishman learn to think of the Empire—not merely the United Kingdom—in competition with the United States, and then we may still hold the leadership of the world in commerce, wealth, and power. We do not now think in this way, nor is British citizenship the same here as abroad. I ask you to consider these things. Let me give you an illustration of what I mean. I am coming over here again to live for a time in England. For the last seven years I have been living in Canada. When I lived previously in England, I was a full British subject. I paid income tax, and exercised the franchise. I went to Canada with the same family, with a somewhat larger income and the same interests, but I did not pay a dollar towards the army and navy which protects us. I come back here, and next year the income-tax collector will surely find me out and I shall pay for the support of army and navy, and will again be in reality a British subject. That is absurd. We are not British subjects all over the world, and in some way we have got to work out that problem. But it must be done from the extremities, not from here. We cannot be driven into it, but we must none the less make ourselves face the subject and solve the problem. What I want you to remember is, that the English people must learn to think of the Empire as a whole, and that a man is as much a British subject whether he is in Canada, Australia, or New Zealand. The moment you do that, the United States has no advantage over you, and other nations need not be a cause of fear so far as competition is concerned. Another generalisation is this: nothing struck me more in the United States than the intensity of State feeling; they are proud of their separate State, they love their State, and the extent and strength of that feeling surprised me much. I come back to this—that in a

country that has a consolidated and intensified national life you can also have a most intense individual State patriotism. It is not in the slightest degree inconsistent with strong British patriotism that Canada should be intensely loyal to Canada, and Australia intensely loyal to Australia. This is not in the slightest degree incompatible with that broad British outlook of which I am speaking, and which must be the fundamental feeling of Englishmen if we are to be able to hold our own in the great struggle of nations which is going on to-day. My observation of the United States produces not a sense of discouragement in regard to this country, but one of deepened pride. It rather stirred a newly-kindled admiration for this wonderful little Motherland which has proved herself the mother of many nations. And it made me feel that those great principles on which this Institute is founded are all working together for good. One of the most hopeful signs of to-day is the fact that recent developments have forced the American people to consider the question of managing dependencies, and driven them back to study the principles on which Britain has proceeded. As illustrating that, I may mention that the other day I crossed the Atlantic with General Wood, who was going to visit Egypt and India and Singapore in order to see how we do things there; and I have no doubt that by the time he lands in the Philippines he will be better able to govern that dependency. The most wonderful change, in fact, is going over that country, and the time was never so ripe as it is to-day for a perfect understanding between the two great branches of the Anglo-Saxon race. The able and careful study of the national question which we have had to-night shows how men's minds are approaching it from various directions.

Mr. HAROLD G. PARSONS (in responding to a vote of thanks) said: I have to thank the various speakers, particularly Sir John Colomb, for their kindly appreciation of what I have said. In regard to the criticisms which have been passed (to which I have listened with much profit to myself), I will only lay stress on one or two points. With regard to the Imperialisation of the National Debt, I think what I meant has been made fairly clear by Dr. Parkin. The reason I brought in that subject was rather to express the difficulty which many of us feel in accepting the dangerous policy we are committed to by the Imperial Government—the policy of asking for contributions towards the navy from the Colonies before we have provided a central Council. I remember, when I was an undergraduate at Oxford, writing to the three greatest authorities of the day—Admiral Tryon, Mr. J. A. Froude,

and Sir Charles Dilke—and asking them whether it would not be possible to form an Imperial Naval and Military Committee of Defence. They all agreed that such a Committee was bound to come. [And indeed, except that it is not yet, in any real sense, Imperial, such a Council has since been formed and is now acting as our substitute for an Imperial Cabinet.] But the Admiral, being like all admirals, a man of sound judgment, insisted that the administration of the navy must remain in this country; and in expressing this opinion he used words which I have since found were identical with the language employed by Pitt when the Viceroy of Ireland suggested that an Irish squadron might be maintained out of the Irish Hereditary Revenue. As to the position of the Agents-General, I forgot to mention the precedent of the great Lord Cork, who, though not a peer, was given an advisory seat on the woolsack as an Irish expert: '*ut concilianus*.' With regard to what has been said about the English Government refusing to allow the federation of the American Colonies, I did not forget, but I had no time to deal with the hatred which existed between the northern and southern groups of Colonies before they were forced into a common rebellion; but the great political sagacity of the Massachusetts leaders led them to put a Virginian in the position of Commander-in-Chief. The lesson we have to learn is, I think, that the Common Crown, acting through an Imperial Privy Council, is the machinery by which we must seek to progress. The British Parliament will always remain useful as a common legislature, for certain purposes, by consent. But what we have to realise is that the future lies with a Federal Empire under the Common Crown.

## EIGHTH ORDINARY GENERAL MEETING.

THE Eighth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, June 9, 1908, when a Paper on "The Cabinet and the Empire" was read by the Right Hon. R. B. Haldane, K.C., M.P.

The Hon. T. A. Brassey, a Member of the Council of the Institute, presided.

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 86 Fellows had been elected, viz. 4 Resident, 82 Non-Resident.

### Resident Fellows :—

*L. Kehrmann, Henry C. Kemp, James Troup, Arthur C. Willis.*

### Non-Resident Fellows :—

*Donald Burrows, L.R.C.P., L.R.C.S. (Sierra Leone), Daniel Colquhoun, M.D. (New Zealand), Frederick J. Cook (Cape Colony), Richard Currie (Transvaal), Hon. John F. Dolley, M.L.C. (Cape Colony), Alfred W. Downer (Gold Coast Colony), Hon. George F. Earp, M.L.C. (New South Wales), Cecil H. Firmin (Sierra Leone), Helperuis R. Green (Cape Colony), Charles H. Grell (Dominica), Harry G. C. Harvey (New Zealand), Allan C. Hershensohn (Transvaal), James J. Hoyle (Transvaal), William M. Hunter (Natal), E. M. Janion (Strait Settlements), S. B. Joseph (Cape Colony), Alfred B. Lantton (Cape Colony), Herbert Lister (Zanzibar), William V. Mansell (Sierra Leone), John Minty (Mauritius), Archibald Montgomerie (Fiji), William A. Murray, M.A., M.B. (Sierra Leone), Edwin Polkinghorne (Transvaal), Gabriel H. Savage (Gold Coast Colony), Henry M. Scott (Fiji), William A. Scott (Fiji), Henry Smithers (Cape Colony), D. E. Theomin (New Zealand), John H. Tosen (Natal), Henry K. Tredgold (Cape Colony), Walter C. Van Eeden (Lieut. West African Frontier Force), Hon. John H. Want, K.C., M.L.C. (New South Wales).*

It was also announced that Donations to the Library of books, maps, etc., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN : I regret to say that owing to Lord Grey being detained in Italy it has fallen to my lot to take the chair. I express my regrets to you that he has so unworthy a representative. It is my pleasant duty to ask Mr. Haldane to read his paper, and we assure him a cordial welcome from the Fellows of the Royal Colonial Institute.



The Right Hon. R. B. HALDANE, K.C., M.P., then read his Paper on

### THE CABINET AND THE EMPIRE.

THE year 1908 has already witnessed a change in the centre of gravity of public interest in Great Britain. The close of the South African War and the emergence of concern about the national finances have tended, in a very considerable measure, to divert public attention from topics bearing upon the constitution of the Empire. I am not sure that this circumstance ought to be looked upon as an evil, even by those who are interested in such matters more keenly than in any others. There was prevalent till lately a disposition to force the pace, which was, in reality, more perilous than Little Englandism. The constitution of the Empire resembles, not a machine, but a living and growing organism, and it is not possible to force the rate of growth of such an organism without danger of weakening its springs of life. The years from 1899 to 1902 witnessed a real development. The danger was that people should take steps to try to compel the years immediately succeeding to witness growth at no less a rate. The special environment had ceased to exist, and the Blue Book which recorded the proceedings at the Colonial Premiers' Conference contained a note of warning. Very slight mistakes might seriously affect the health of the body politic. It is the plan of a wise guardian not to exhibit stimulants, but rather to remove obstacles to the work of Nature herself. The Colonies display no undue hurry about assuming what some people regard as their just share of the burden of Empire. It is neither our right nor our interest to press them in the direction of contribution, or even that more rigid connection with the Imperial Government which would make increased contribution inevitable. It is not so that either the burden or the benefit will be more evenly distributed. The distribution, if it comes, will be the result, not of sudden change, but of growth, and for growth a little rest is desirable, particularly after strenuous days. Mistakes, even such as are slight, cannot always be remedied.

The little more, and how much it is;  
The little less, and what worlds away.

The end of the eighteenth century left us some lessons which we do well not to forget.

But if the times be of necessity quieter, they are not of necessity times of inaction. The vigorous administration of Mr. Chamberlain

and the driving power which he has exhibited have changed the situation in material points. The body corporate has developed, and it is obvious that its clothes are going to need alteration. The recent war has shown that in times of emergency the self-governing Colonies are all capable of furnishing a formidable addition to the fighting strength of the Mother Country, and that they are as willing to do this as they are capable of doing it. While two-thirds of our external trade is still trade with foreign nations, our dealings with the distant parts of the dominions of the Crown constitute an increasing proportion of the whole. The bond of identity of interest and of sentiment between the various parts of Greater Britain is more than ever before manifest. Such developments as the last three years have seen cannot but bring with them fresh changes, gradual though they may be, in the ever-changing forms of the Constitution, and it is the business of our statesmen to make such preparations as will allow the necessary modifications to take place with a minimum of friction.

By the theory of the State the King who governs is not merely the individual who reigns. In the business of government he acts only in Council, and his councillors are different in different departments of his business. Wherever that government is local, and also what is called responsible, the type of the British Constitution is reproduced, and the Crown is guided in its action by Ministers who are dependent on the electorate of the particular region, and are practically selected by it. As the consequence of this fact, in proportion as the self-governing dominions of the Crown outside the United Kingdom have increased in importance, the practical supremacy of the Imperial Parliament has diminished. Legally that Parliament is omnipotent, constitutionally it is not so; and even the electors in the constituencies of the United Kingdom are steadily becoming more and more disposed to recognise the necessity of what has generally been called "continuity" in the principles on which the legal supremacy of the Crown over the Empire is to be exercised. What the word "continuity" really means is that the Imperial Parliament has become aware that constitutionally it can be no more than trustee of a large portion of its legal sovereignty. In practice this sovereignty, so far as it exclusively relates to the affairs of a particular Colony, rests with the electorate of that Colony, and the Imperial Cabinet, in advising the King in this exercise of his powers in such matters, must regard itself as bound, not by opinion here, but by the wishes of the Colony. If Canada, for instance, desired to abolish the right of the

King in Council to hear appeals from its Supreme Court, the Imperial Cabinet could not to-day constitutionally advise him to withhold his assent from a measure which, so far as Canada was concerned, touched the Royal prerogative. Within certain limits the Colonial Secretary might negotiate, but he could not suggest veto.

The situation has thus become not only more complicated, but more delicate than it was even a quarter of a century ago, and it is not surprising that many minds should be at work on the problem of how to devise new forms under which adjustment may take place more easily than under constitutional forms which grew up in past generations. There is a mass of business which touches not only individual Colonies, but groups of Colonies, and even the Colonies and Dependencies of the Crown as a whole and in their relation to the United Kingdom. In this region it has been felt that closer and more frequent councils are essential if effect is to be freely given to the doctrine of Imperial trusteeship. The developments of events during Mr. Chamberlain's tenure of office have led to considerable progress under that vigorous and effective administrator. Conferences are now to be held in London every four years, certain kinds of treaties are to be communicated early to the Colonial Governments, and certain of these Governments, in their turn, are to propose to their Parliaments an increase in contribution towards the cost of the local naval squadrons. These new features are more important than they seem. They are the imperfect expression of a development, of a tendency to recognise and co-operate in giving effect to purposes held in common by the various co-ordinated groups of His Majesty's advisers. They have emerged into distinctness with difficulty, because the legal theory clashes with the practical and constitutional truth. If the Colonies chose to find more money for Imperial purposes, such as that of defence, these features would emerge still more markedly. As it is, the situation can hardly remain where it does. A further adjustment must take place, and because it must take place organically, by a process of growth and without breach of continuity, the old forms must be adapted and used. The vice of the phrase "Imperial Federation" is that it ignores and contradicts the working hypothesis of the Imperial Constitution. It is not to some new kind of written Constitution with a new description of common Parliament that we have to look, but to gradual and cautious changes in the modes in which the Sovereign takes advice.

Now it seems probable that there is a multitude of important but

minor matters, such as deep-sea cables, merchant shipping, trade marks, copyright, the drafting of statutes, and other things of the sort, as to which much that is useful could be done by an advisory Council. Such a Council would be essentially a business body, and its function would be to obtain and digest information, and to give advice to the various Ministers, Colonial as well as Imperial, who chose to seek it. Its importance from a business point of view might be very great. But it would not be a body of constitutional importance. It would have no *direct* influence in guiding the action of the Crown, and therefore it would not solve the problem of how to adapt the existing legal forms to the modern constitutional facts. It would not bind the King to look outside the British Cabinet for advice on Imperial questions. I think the creation of such a body very desirable, but it does not appear to me to promise even the faintest success in satisfying the desire for what is miscalled "Imperial Federation." It would add a permanent element to the system of periodical conferences, and ought to lead to a development of intercommunication and mutual understanding. But, the object of this Paper being to consider the constitutional problem, I pass without further comment from what seems to me to be no solution of that problem.

How is it possible for a body to evolve itself which shall, from a purely Imperial standpoint, advise the King as to the use of the powers which he can exercise in Council? The Cabinet represents only the British Parliament, and is therefore only appropriate in matters which are constitutionally within the control of Parliament. For lack of any other body of advisers it goes, in its advice, beyond these matters, but it is this lack that has to be considered. It seems absurd that a change of the home Ministry taking place on some domestic issue should control the direction of Imperial policy. At present it is plain that there is no other body than the home Cabinet, and this Cabinet has therefore to regard itself as trustee of its powers. Yet there are indications that something else will presently evolve itself. It was hardly by accident that in the present year the Committee of Imperial Defence assumed a new form. This great common interest of the Empire, as a whole, is now no longer exclusively in the hands of Cabinet Ministers who go out with changes of Government. The element of continuity, that is to say, of more than British purpose, is represented by the experts who do not change, and who stand for the Empire as a whole. If the Colonies chose to contribute more largely they could indubitably claim to be represented on the committee. Now it is true that this

committee only advises the King through the Cabinet. But it has distinctly cut, to an extent which is not the less real because it is incapable of definition beforehand, into the constitutional autonomy of the Cabinet. The power of the committee may be in a sense small. The control of the purse remains almost entirely with the Imperial Government. But were this to change, the authority of the new body would at once increase. Indirectly the King has got a fresh source of advice which it is his duty to regard.

Suppose, then, that this precedent were to be followed, and another committee of advice on Imperial affairs were to be got together in the same fashion. Suppose, for example, that a committee of privy councillors were chosen, consisting of the Prime Minister, the Foreign and Colonial Secretaries, and certain privy councillors nominated by the Sovereign at the request of the Colonial Governments, as well as the home Ministers. The importance of such a body, the extent of its functions, the degree to which it limited the authority of the existing Cabinet in fashioning Imperial policy would be simply a matter of environment and development. It might even be summoned on proper occasions to aid in the deliberations of the "King's servants," and upon these occasions would join with the members of the Cabinet in giving direct advice to the Sovereign. Its members might be given the right to speak in the House of Lords, if not in the House of Commons, and the former body might, to its own advantage, so obtain a new status as the Senate House of the Empire. In old days the same persons were not always summoned to Cabinet meetings. Whether they were or were not depended on the business, as we know from the State papers of the reigns of William III., Anne, and even the Georges.<sup>1</sup> The practice depends for its form on where the centre of gravity really lies. In those days it lay with the Crown, and the Parliament could not control the action of the Crown in choosing its advisers. In days that are to come it may shift, as it is tending to do already, from the British Parliament to the Parliaments of the Empire as a whole.

It seems, therefore, as though the question of whether such a change can and ought to be made were only a question of time and circumstance, and as if the situation were pretty steadily ripening for the change. Were it to be made His Majesty would have two Cabinets, one purely Imperial, the other British. But so long as the United Kingdom retained its enormous preponderance in

<sup>1</sup> See the collection of cases cited by Sir William Anson, *Law and Custom of the Constitution*, Part ii., pp. 110 *et seq.*, second edition.

contribution towards the means for giving effect to Imperial policy, so long would the two Cabinets tend to remain in form one body, but somewhat differently constituted on different occasions. Beyond, in a future which may still be somewhat remote, there would lie a yet further adjustment under which the Parliaments would be, all of them, including that of the United Kingdom, as local, in the ambit of their authority, legally as they are constitutionally. Then, and not till then, would come the time for a co-ordination of the Parliaments of the Crown, and the delegation to a central and truly Imperial legislative body of those legal powers which to-day are wielded by the Parliament of the United Kingdom as trustee for the King's dominions as a whole. What most pressingly requires revision seems to be not this relation of trusteeship, which need not give place to Federation until the time is much riper for it than it appears to be at present, but the mode in which the Sovereign gets advice. In other words, it is to the executive rather than the legislative side that the would-be reformer had better, for the present at least, turn his attention. The Imperial Privy Council is a formal body which lies ready to his hand, for of this formal body the existing Cabinet is only a committee. All that seems necessary as a first step is to introduce elasticity into the composition of the committee. In considering whom he is to summon to advise him on Imperial questions, His Majesty would look beyond the mere majority in the British House of Commons, and the usage which must regulate his action in doing so would quickly mould and define itself. One of the advantages of an unwritten and developing Constitution is that it adjusts itself imperceptibly to what is required of it, and that it relieves us from the necessity of laying down abstract principles in advance. On the other hand, such a Constitution imposes the obligation not to introduce new fashions of government before the body corporate is ready for them. Inability to interpret and act on this obligation carries with it failure. It is for statesmen to read the indications and to govern themselves accordingly.

I have shown you what I believe to be the true meaning and importance of the movement for the creation of the Committee of Imperial Defence. I wish to add that I think the creation in addition of an Imperial Court of Appeal in the highest degree desirable. I am not impressed with the correspondence which was published to cover the failure of the Government to deal with this matter. The true reason of the failure was, to the best of my belief, not the minor points of controversy raised by the Colonial Governments

differences of a kind which could easily have been adjusted, but the unwillingness of the House of Lords to surrender to the King, in a new council or court, the appellate functions which it began to usurp from the Crown in the time of Henry IV.

Speaking for myself, I should like to give the House of Lords a new position as the Senate House of the Empire, and to transfer its appellate functions, as well as those of the Judicial Committee of the King in Council, which to-day it overshadows, to a new and great Judicial Council of the Sovereign. For this change at least the time seems to me ripe—so ripe that, if we do not hasten ourselves it may pass by, and a great opportunity for contributing to the unity of the Empire be lost. With me this point has not only been a favourite one, but is a point the neglect of which by statesmen causes me anxiety. It is easiest to make a beginning here, because there are not wanting signs that presently it may be too late to begin.

My task was to set before you considerations which have been occupying my mind as to the relationship of the Cabinet to the Empire. This I have tried to do; very imperfectly, doubtless. No one knows better than I how easy it is to pick holes in every attempt of this kind. There is only one thing easier, and that is to do nothing until it is too late to do anything. I wish statesmen would turn their minds to thinking out the whole subject and the problem that is yearly arising, definitely and with seriousness. The business is one which needs to have thinking, and a great deal of thinking, put into it, and thinking is a commodity which is in these days scarce. That the problem is not insoluble I am satisfied. I doubt whether it is even very difficult, and if the year 1908 is, as I said to you at the beginning of this address, a quiet year, the beginning of a breathing-space, that is all the more reason why our rulers should set their minds to consider what they will do when the call to action comes. For it may come with suddenness, and in a form that is unexpected.

So far in this Paper I have confined myself to the consideration of constitutional forms. The proposition is that these should be modified so far as is necessary to make them fit the self-evolving common purposes of the Empire. Beyond the reality of these purposes changes should not go, and that is my objection to the proposal of a Federal Parliament. Such a Parliament would almost inevitably prove a fetter and a drag, and in the end lead to disruption. The silken and elastic bonds of constitutional usage are better adapted to the spirit of our people than is the iron rigidity

of a written Constitution. But this kind of interference with their liberty of following out the policy that suits them best is not the only kind of interference which is talked of, nor the most dangerous. People are to-day speaking of a federal system of fiscal policy as though this were an easy thing to make universally acceptable and to keep so. I entertain something more than misgiving on this topic. When it was recently suggested that we should retain the corn duty and differentiate in favour of Canada and other Colonies, I was not struck merely by the apparent unconsciousness of the extent to which this scheme would set aside economic principles which, wrongly or rightly, have deliberately been made the foundation of our trade and fiscal system. What I asked myself was whether those who threw out the suggestion so easily had really reflected on what it involved. Canada is interested in wheat. Other Colonies are not interested in wheat, but are each of them, and they are many, interested in different articles of consumption, such as beef, mutton, sugar, and wool. How are we to refuse to modify our free trade system for these and many other articles if we concede wheat to Canada? And if we do, what of the effect on the views of our people at home, accustomed to cheap food and cheap raw materials, and competing in the foreign markets where the great bulk of our trade lies with no advantages excepting these? I am not prepared to say that the change in our fiscal system would not so gall our own people as to endanger that cause of the unity of the Empire which most of us to-day have strongly at heart. Again, what of the effect of such a change in our fiscal constitution on our position in those vast territories which, like for example Egypt, we hold to-day without murmur because it suits the rest of the world that we should hold them? No occupation excepting one on a free-trade basis would be tolerable to other nations, and we should be driven to rely for our position, as by far the greatest nation in the world in point both of territory and population, on armaments alone, instead of good-will. I cannot see far enough along the new road to make myself easy over the idea of choosing it. I know not where it would lead me. For aught I can see to the contrary, the basis of the Empire is really a free-trade basis. Let the Colonies remain at liberty to take their own course, and let us remain at liberty to follow ours. There will remain common ends, which do not entail bondage. It is not by putting fetters in place of either legal or fiscal liberty that we are likely to strengthen the only kind of bond that can unite us. I am not in the mind to take leaps into the dark. Our own people and the people of the Colonies have both to



be considered. We can best serve the Colonies by remaining as rich and strong as we can. Our strength depends on the maintenance of our national income, an income which has grown to the enormous dimensions it has under a free-trade system, and which is still growing. Whatever other explanations may or may not be possible, there is the *fact*, and again I say I am not for a leap in the dark. Geographically this country is wholly different from the United States and Germany. What may have been a proper economic or military policy for them must be judged in the light of considerations which do not apply to our island nation, that can live only by commanding the ocean with its ships and neutral markets with its products. If we are to assist the Colonies financially, direct grants in aid would surely be safer and cheaper than any such departure into the wasteful and ill-explored region of indirect taxation.

It is more than half a century since the free-trade controversy was thoroughly investigated by Peel and Gladstone and the great economic thinkers and men of business who gave them the materials from which they drew their conclusions. I should like to see the whole matter investigated once more with equal thoroughness. Until it has been, we are not likely to come to an end of the flood of loose talk upon what is a difficult and highly technical topic. Meanwhile, it is to be noted that the vast majority of the experts remain adverse.

I return, then, to the proposition which I have already ventured to submit to you, that we do well to turn our minds to the possibility of executive rather than parliamentary or fiscal adaptations. Here there is room for the kind of change that proceeds no faster than the movement that renders it necessary. Here reform is not likely to clash with self-interest, and the rigidity that readily becomes irksome is avoided. The Constitution of the Empire is a vast field of inquiry. It requires the most careful exploration. For him who would make changes in its organisation, knowledge and great capacity to think are as necessary as the ability to act.

#### DISCUSSION.

The CHAIRMAN (the Hon. T. A. Brassey): It seemed best that instead of making any remarks before calling on Mr. Haldane to read his Paper I should open the discussion. I cannot pretend to the ability or the knowledge of the Constitution possessed by Mr.

Haldane, but I have given close attention for many years to this problem of the government of the Empire, and I have had an opportunity of studying it in many lands. I fully agreed with the opening remarks of Mr. Haldane that it is unwise in this matter to force the pace. I believe, as I said in a Paper which I read at the opening meeting of our winter session, that the Colonial Conference of last year carried us as far as it is possible to go in the direction of Imperial Federation at the present time. It admitted the duty of each part of the Empire to contribute to its defence, and it admitted the right of each part of the Empire to a voice in the control of Imperial policy. Mr. Haldane, if I have understood his suggestions aright, proposes in the first place the development of a Council of Defence; in the second place he suggests the establishment of an Imperial Court of Appeal; and in the third place he suggests the formation of a council which should advise the Sovereign on other Imperial questions than those relating to defence, and that this council would tend to preserve the continuity of the periodical meetings of the Conference of Colonial Premiers. All these steps, if Mr. Haldane will allow me to say so, appear to me to be excellent ones with a view to promoting the unity of the Empire. But they do not go to the root of the difficulty, and the difficulty which we have to face to-day is the impossibility of conducting the business of a great Empire and at the same time attending to the domestic concerns of these islands in one single legislative assembly. The attempt to govern a great Empire and deal adequately with the domestic and social concerns of the people of these islands has broken down, and the way in which it has broken down is one best illustrated by the work of control of public expenditure. As a consequence the conduct of public affairs is passing out of the control of Parliament into the hands of the Cabinet and the permanent officials. The reason for this breakdown—it is easily grasped by anyone who has been much in the Colonies, but not so easily by our people in these islands—is because we are attempting to deal in our Parliament which sits at Westminster with the business of England, Wales, Ireland, and Scotland, which in Canada would be dealt with in the provincial parliaments at Quebec, Ontario, and so forth, and in Australia by the parliaments of New South Wales, Queensland and so on; and in the second place with those questions which in Canada would be dealt with by the Dominion Parliament, and in Australia by the Federal Parliament; and in the third place with those questions which affect the interest of the Empire as a whole.

That is the reason why Parliamentary government is breaking down in this country. Some of the incidental disadvantages of our present system of conducting Imperial and national business in the same assembly were alluded to by Mr. Haldane. He spoke of the absurdity of a change of the whole Ministry on some domestic issue controlling the direction of Imperial policy. All would admit that, but would you admit the converse which took place in the election of 1906? That every question of domestic and social reform was thrust aside on account of the South African war. Is that the way in which the interests of the people of these islands should be conducted? Surely that is as true as the other point to which Mr. Haldane alluded. The remedy for this state of things is in the devolution to subordinate legislatures in the different countries of the United Kingdom of the interests appertaining to each country of the United Kingdom. That appears to me the first step in the direction of Imperial Federation, and for that I maintain the country is ripe. I believe, as I said seven months ago, that for the present each part of the Empire has got to prepare itself for the greater step which Mr. Haldane has discussed to-night, which may come sooner or later, in one form or another, when or how no man can tell. I believe the federation of South Africa, just as much as the establishment of a Federal Government in the United Kingdom, is a preliminary step to Imperial Federation. I will say only one word on the subject to which Mr. Haldane alluded at the conclusion of his Paper. I remember that when the British Empire League was first formed I hesitated to join it because I understood from some speeches that were made at one of the early meetings that it was to be an organisation to promote commercial federation; but since the formation of that body my convictions have undergone a very considerable change. I am of the opinion now—and I only give it for what it is worth—that it is impossible to maintain the unity of this Empire without some form of commercial federation. Commercial federation of the Empire on a free-trade basis is out of the question, certainly at the present time. The only form of commercial federation that is possible is one which, as Mr. Haldane said in his Paper, leaves the Colonies to do as they like, and leaves us to do as we like as regards goods coming from within the Empire; but it does compel each part of the Empire to impose a differential duty against non-Imperial goods. That is a proposal which was made by Mr. Hofmeyr, the head of the Afrikaner Bond, at the first Colonial Conference in 1887. It may be of interest to mention that I had an opportunity of discussing it with him at the Cape a

few weeks after he returned from that Colonial Conference, and I believe that it is on some such lines as that that commercial federation, if it ever comes about, will be accomplished.

Sir FREDERICK YOUNG, K.C.M.G.: The admirable Paper to which we have just listened is so full of thoughtful suggestions, it is so interesting in itself, and so philosophic in so many of its ideas, that I confess I do not like to say anything against even one or two of the points which have struck me in hearing it. I so perfectly agree with the general views of the Paper that I would rather not be a critic. In one of his opening paragraphs Mr. Haldane said there was a danger of the pace of Imperial Federation being too much forced. I am afraid the right hon. gentleman has scarcely remembered the fact that in 1871 those historical Conferences were held at the Westminster Palace Hotel which were inaugurated by the late Mr. de Labillière, Mr. Edward Jenkins and myself, and which really contained the germ and the essence of the principle of Imperial Federation as we understood it, and of which for thirty-two years I have been a strenuous advocate. At least I have not wished to force the pace: I have given my views, both in public and private, in a way to show that I wish this great constitutional question to be thoroughly thought out by the thoughtful people of the Empire, and that it should not be pressed forward unduly, either in the Home country or the Colonies. Another thing I demurred to a little in the Paper is the sentence in which Mr. Haldane says that the "vice of the phrase Imperial Federation is that it ignores and contradicts the working hypothesis of the Imperial Constitution." Those who like myself have very definite ideas on that subject can scarcely concur with that. We say that in the course of the many centuries since our Parliament was founded, from the days of Edward I. up to the present time, certain processes of change have been going on, but the principle of representation in Parliament has been always maintained. It appears to me that when Scotland was united to England there was no change in the theory of representation. We merely gave to the Scots a certain number of representatives in our then existing Parliament, and more recently still, in the beginning of the nineteenth century, we gave a very large proportion to Ireland; yet we did not alter the general principle of the system by which we originally had a Parliament inaugurated by that great man Simon de Montfort, Earl of Leicester, in the reign of Henry III. Another thing which has struck me is that so much depends on how we use the phrase "Imperial Federation." Mr. Haldane speaks of it as "mis-called." I, on the contrary, term it

"called." I would rather have said "National Federation," but "Imperial Federation" has been adopted in order to make us understand the broad Imperial character of the federation which we wish to attain for the Mother Country and the Colonies. I believe an Imperial Council, as the beginning of a more complete representation in a Federal Parliament, which is what I have always advocated for the whole Empire, might be established as a preliminary. It would not, however, ultimately satisfy the aspirations of the Colonies. Eventually it might also be necessary to have the two Cabinets which Mr. Haldane has shadowed forth. I have no objection to the suggestion that there should be one Cabinet which should advise the King in domestic affairs, and another which would be strictly defined on the subject of Imperial affairs. One other point which I should like to refer to is that about the great, knotty, and important question of fiscal relations, which I am rejoiced to see is about to be re-discussed, in consequence of the initiative of our great Colonial Minister, Mr. Chamberlain, over the length and breadth of the whole Empire, not only in England but in the Colonies. I am one of those who are perfectly familiar with all the ins and outs of the controversy which raged between fifty and sixty years ago, when the policy of Free Trade, under Sir Robert Peel and Mr. Gladstone and Mr. Cobden, became the policy of this country, because I happened to be the son of the man who took a very prominent part on the other side. I knew all the arguments then used on the side which was called "Protection." Whatever ideas we had at that time, whether correct or not, at all events we may admit this, as Mr. Cobden himself predicted, and which many of us would agree to as a theory, that the theory of Free Trade was such a beautiful one that when we once established it all the world would follow our example. All I have to say is that they have not. The name of Free Trade may be our policy, but it is not Cobden's free trade, and we have never had it. It is going to be re-asserted in connection with this fiscal question that we have had such unbounded prosperity in the last fifty years in consequence of free trade. I should like to ask whether the United States, a highly protectionist country, has not prospered quite as much, if not more, than we have, and Germany also. I contend, therefore, that there are many other circumstances in the trade and commerce of the world which determine prosperity or otherwise than the mere fiscal question itself. The commercial prosperity of a country is not proved either by a policy of Free Trade or Protection alone. It is not to be settled by the utter-

ance of a cant shibboleth, or the fetish worship of a name, rather than of a right understanding of the thing.

Mr. ARCHIBALD R. COLQUHOUN : There are one or two points in Mr. Haldane's able Paper on which I should like to make one or two remarks. For Mr. Haldane's thoughtful treatment of the question of an Imperial Council I fully admit there can be nothing but praise, but there are one or two points raised by him, and one or two side issues suggested, on which I wish to say something. He told us to beware of haste, of moving too fast in the direction of change in the hope that it might bring about the union of the Empire. "More haste, less speed," we know in ordinary life is a very good adage, but we have to be sure that we *are* moving at all. As a matter of fact, we have at the present no choice in this matter. Other nations are developing at a pace quite uncomprehended in this country, and the Colonies are thoroughly imbued with the Zeitgeist of the present day. We have in the past incurred the reproach of moving slowly, of being behind the times, and in many respects we have deserved that reproach. But at the present moment it is for us absolutely impossible to be even relatively stationary, and we must now either move boldly forward or fall behind. And for us at the present juncture it is not merely a question of retrogression. Without attempting here to pronounce any opinion on the question of Free Trade, I must remind the lecturer, as Sir Frederick Young has done, that Cobden and the great experts of his time did not foresee, and could not possibly have foreseen, the great change which has come over the world since that time. The world is absolutely different to-day from what it was twenty years ago. I speak from knowledge of all of our Colonies, the United States, and nearly every country in the world. At the time of the old Free-Trade controversy we had an entirely different world condition. There was then only one industrial country in the world ; that was this. There was no such thing as an industrial United States or Germany—not to speak of France, Russia, and many other nations of to-day. As manufacturers and industrials they had not yet begun business. The partition of Asia by Protectionist Powers, now in active progress, had not been dreamt of, and yet to-day Europe has invaded Asia and is reproducing in Asia the whole European system. That was told you a month ago by Lord Curzon. These changes have been momentous, and unless you reflect on what has occurred in the world it is impossible to realise what these changes have been. Little more than a hundred years ago Jefferson, one of the greatest of American statesmen, told *his* countrymen that it would take 1,000 years to occupy the then

North-Western Territory of the United States, a territory comprising the five States which lie just south of the Lake region and not a third of the distance removed from the Atlantic coast towards the Pacific—so little did that great man realise what the changes in the States were to be. I hold that for the twentieth century Britain must keep before herself this one ideal—the Empire must and shall be consolidated. I am no mere academic student sitting here in London: I have spent the last ten years of my life in going through every country and studying this question, and I say it is a case for this country of consolidation or disruption. At the last meeting Dr. Parkin, a man who knows the British Empire thoroughly and who has a great acquaintance with world conditions, told you he had just returned from the United States, and that he came back with the conviction that the United Kingdom alone, without her over-sea dominions, could not possibly hope to hold her own in the contest with the United States, that she would be absolutely ruled out of the race. But he told you, let only Englishmen learn to think of the Empire—not merely of the United Kingdom, but of the over-sea dominions with their vast possibilities of the future—and then we could still hope to hold our leadership. I come, too, from the United States, and I endorse every syllable that Dr. Parkin told you. We are not really British subjects all over the world. We are still a bundle of sticks, we have still to be united. We must do this or accept our fate as one of the dying nations. Our future, if we are to have one, must to a large extent be over sea. Our Colonies are the future nurseries of our race, and their prosperity and ours should be one and indivisible. Their great territories and resources offer room for many times their present population. We are constantly being told of the 40,000,000 in the home land and the mere 10,000,000 at present over sea. But do people consider the possibilities of the over-sea territories? Do they not realise that within a very short time, if our policy be a wise one, the centre of gravity will have shifted over sea, where will lie the centre of the real power of the Empire? This little island has never since the days of Elizabeth been great enough for the race, but it is now to the Greater Britain over-seas that we must look for a glorious future. At present there are symptoms of a tendency in the Colonies to retrograde from the ideal of a United Empire. We want a bond, some strong common interest, to bind us together, and because sentiment is not everything to the hard-working practical Colonist, any more than it is to ourselves, we must have a bond which will bring to both of us some

additional advantage, and we cannot wait indefinitely for that bond—it must come soon or the opportunity will pass. I think, when we approach this question, we ought to try to keep in mind this broad view of the case; and finally we, who have long deplored the apathy of our country in the consideration of these great national affairs, must at least thank Mr. Chamberlain for having aroused the country with a trumpet blast on a subject so fraught with vital consequences. Little more than a century ago was the critical period in American history—from 1783 to 1788. Within that period were germinating events fraught with vital consequences, not merely to the United States but to the world at large, for they terminated in the determination of the people of that country to have a single great powerful nation established there instead of a series of scattered weak communities dissipating their strength in division and taxed with the heavy burden of individual defence. Such, I maintain, is the problem before us to-day. This is our critical period.

Sir JOHN HALL, K.C.M.G: I did not come here this evening with any intention of speaking, but I have been asked as a very old Colonist to say a few words, because we have not had any expression of opinion so far from Colonists themselves. I think we are indebted to Mr. Haldane for having in his Paper called our attention to the broad distinction between the legal and the constitutional position of the Government of the Empire. I thank him for that, but I cannot say I thank him for introducing the question of the fiscal policy of the Empire. That was not included in the title of his Paper, "*The Cabinet and the Empire.*" We did not come here prepared to discuss that large question. That is one which will deserve an evening to itself on the part of the Colonial Institute. I shall not attempt to go into it, but what I shall attempt to do as an old Colonist and a recent arrival from the Colonies is to give some idea of what I believe to be Colonial opinion on this subject. I don't speak with any authority, because I am not now holding any office. But I have had an experience of nearly forty years in a Colonial Parliament, I have been for some years Prime Minister of the Colony of New Zealand, and have recently arrived from the Colony. I may therefore be expected to know something of Colonial opinion, and I say with absolute confidence that the vast majority of the people of New Zealand would be entirely opposed to the opinions on this fiscal question which have been given in Mr. Haldane's Paper. On the constitutional question, I gather from the Paper, Mr. Haldane's only practical proposal is that there



should be in London a Committee of Advice on Imperial affairs consisting of three Ministers of State and of other persons recommended by the Colonies and being Members of the Privy Council. Does Mr. Haldane mean that they are to be members of the Privy Council living in England, or does he mean that they are to be Colonists? If they are not Colonists I do not think that the Colonies would be satisfied to be represented by them in this matter. I am confident of that. If they are to be Colonists it will be still more difficult. My experience has been that when a Colonist leaves his Colony and settles down in England, perhaps to enjoy the large means which he has accumulated in the Colony, there is little confidence left in him. These are the last people whom Colonists would wish to represent them on such a body as is proposed. Then what are to be the functions of this Imperial Council of Advice? I understand its members are to give advice when they are asked for it. They are even to be admitted on some special occasions into the sanctum of the British Cabinet; they are also to be allowed to appear, I suppose, at the Bar of the House of Lords or House of Commons. These are to be their functions; and when they have given this advice, what is to become of it? What is to be their power? The power of this Imperial Council seems to be absolutely *nil*. I feel confident that no body of that kind, with so little real power, would give satisfaction in the Colonies of the British Empire. Mr. Haldane may say to me, "What would you do?" I am bound to say, as an old and cautious man, that I have no other plan for a constitutional change to propose. I entirely agree with Mr. Haldane that more will depend on the careful administration of our present elastic system than upon the provision of any new cast-iron Constitution, in the working of which friction would very likely arise which could not be dissipated even by the tactful dealing of an able Colonial Secretary. What we want, I believe, is to have the very best of Colonial Secretaries we can get. We have in bygone times not always been very fortunate. It may not be quite true that a noble Colonial Secretary of State had to be coached as to the position of the Straits of Malacca, but I think it will hardly be denied that the best men have not been made Colonial Secretaries. Noblemen have been made Colonial Secretaries for whom no other particular position could be found. Thank goodness, we have now turned over a new leaf. We have got as Colonial Secretary a man whose name is a power from one end of the British Empire to the other. I hope we may keep him long. I have a suggestion to make, a practical one. I am reminded of it by what I think was

the case in the early part of the last century, in the days of Lord Palmerston. He was specially well qualified as a Foreign Minister, and in consideration of that he was not merely Foreign Minister in one or two Ministries, but remained Minister in many Ministries of very different political opinions. It was said Ministries came and Ministries went, but the gay Viscount was Foreign Secretary still. Is it out of the bounds of possibility that something of the same kind should be tried now? I feel sure that would be a very great step towards giving satisfaction to our Colonial Empire. But if you cannot get Mr. Chamberlain, get a man as like him as you can. By doing so, I believe you will do more to strengthening and cementing the Empire than by any new cast-iron Constitution. If you have the Colonial Office administered in an energetic, tactful, and sympathetic manner, as has been done by Mr. Chamberlain, that would be the best bond for binding and strengthening the Empire.

Mr. J. M. ORPEN (Surveyor-General, Rhodesia): I have only been able to study the subject of the lecturer since I came into this room, and I should remain silent if I did not have some very strong views which I wish to represent, and which I think ought not to remain unrepresented to-day. I will not flatter Mr. Haldane, and I will not criticise his lecture, but I wish to say this to him, that if a person has the very earnest views which he has represented, it is the duty, or at all events it is the best policy, of such a person to endeavour to bring these views to some practical conclusion. For more than a third of a century in this Society people have delivered lectures on the subject of the promotion of the unity of the Empire, and they have done a great deal of good; but one thing has not been done in the Royal Colonial Institute, and that is, to endeavour to cause some practical step to be taken in the Legislatures which must have the controlling voice in determining these affairs. Nothing has ever been brought forward in the House of Commons, or in any of the Colonial Legislatures, except on one unfortunate occasion by myself, when I was beaten, with regard to the representation of the Colonies. The lecturer is himself a member of the Privy Council, and it is probable he will be a member of some future Ministry; but, whether he is simply a member of Parliament, or a member of the community, I would recommend him to propose that something definite should be done, whether in Parliament or out of it. I suggest he should take advantage of his position in Parliament and propose that the Colonies should be represented in one or other of the various ways he has suggested. He has

mentioned one way, and that is, that they should be represented in a Committee of the Privy Council of which he himself is a member. Several of the Colonial Premiers have been made members of the Privy Council, but, for my part, I do not at present see why they have ever been selected, because I do not think they have ever been called to, or their advice taken in, that Privy Council. I shall be very glad that they should be represented and their advice taken, but, at present, it seems to me that the position of a Colonial Minister or a Colonist in the Privy Council is a sham, because he is never called upon to give any advice whatever. Another proposal of the right hon. gentleman is that the Colonies should be represented in the House of Lords, which would gradually become the Senate of the Empire. If that is his view, I shall be glad if he would propose that for discussion in the House of Commons, and, if that is not constitutional, that he should get some member in the House of Lords to propose it. The Earl of Rosebery did suggest it some years ago, but, unfortunately, he over-weighted his proposal by suggesting that an alteration in the constitution of the House of Lords should take place—a very difficult matter to effect. I have for a very long time considered that the Colonies ought to be represented in some way or other in the Councils of the Empire which govern the Colonies, but I don't wish at present to express my own views, but the views of someone whose views are universally respected, and that is Adam Smith. A long time before the secession of the United States from the Empire he said this : "The Assembly which deliberates and decides concerning the affairs of the whole Empire, in order to be properly informed of those affairs, ought certainly to contain representatives of every part of the Empire." The Assembly which deliberates and decides concerning the affairs of the whole Empire is at present the House of Commons and of course the House of Lords. I do not think Mr. Haldane or any person would attempt to confute these statements of Adam Smith ; I would like very much to hear anyone attempting to confute them. If they cannot be confuted, they ought to be acted upon, and I would be very glad to hear the right hon. gentleman attempting to bring forward these ideas in the House of Commons, and asking that they should be carried out to a legitimate conclusion. I believe that, had these views been adopted in those days, the Atlantic would now have been, to a great extent, a British lake ; the whole Empire would still have been one containing practically the whole of North America as well as the British Islands and the present

Colonies. I have already represented, both in the Cape Parliament and several times elsewhere, how this should be ; it could be done in the same way as is done in the United States of America with regard to the "territories" of the United States. These territories, as I am sure the lecturer knows perfectly well, are represented in the Supreme Council of the United States by delegates with a voice, but without a vote, and that is the way in which I think the Colonies ought to be represented. The Colonies, as I believe, ought to be represented in the House of Commons, because it is there really that the great part of the affairs of the Empire are decided. With regard to that I am glad to see the late Premier of New Zealand here, and I would just quote a few words of a former Premier of that Colony, who said : "The chief of these considerations is the very anomalous position which these Colonies occupy as regards local government and the exercise of Imperial authority respectively. In regard to the first (*i.e.* local government), the fullest measure of constitutional freedom and Parliamentary representation has been conceded to them, at least to the most important of them ; but as regards the second (*i.e.* the exercise of the Imperial authority), they have no voice whatever in the Imperial system. Subjects of the Empire in this part of it may be deeply interested in the action (or it may be the inaction) of the Imperial authorities, but they have no voice nor vote in those councils of the Empire to which Her Majesty's Ministers are responsible. Thus in all matters in which the exercise of the Imperial authority has interest for them, that authority is, to all intents and purposes, an unqualified autocracy, or at best bureaucracy."

Mr. BENJAMIN KIDD: I am sure we have all listened to this most suggestive and important Paper with the very greatest interest. We must have noticed the British tone there is about it. We are to grow gradually, and, above all things, grow from our own root. We are not to rashly construct ; we are to be very careful that the new shoot comes from the well-tried stock which has done its duty in the past. I think on the whole that is very healthy sentiment. At the same time, I think you will notice the suggestion Mr. Haldane makes is really very revolutionary. In fact, it amounts to this : that the King in future should have two Cabinets—one to represent the United Kingdom, and the other the United Empire. I confess that is a very suggestive and interesting proposal ; yet, if you come to look at it, I think you will also see some difficulties which it involves. The Cabinet of the United Kingdom is responsible to the constituencies. All the members of

it are elected; they always have, or nearly always have, a thoroughly effective mandate. If they have no mandate, they at all events hear of it from the other side. If you were to have a sort of close committee of the Privy Council, how would it be composed? I take it that Mr. Haldane means that there would be appointed as members of the Privy Council distinguished officials or distinguished popular representatives of the Colonies. They would have periodical meetings. At these meetings they would have to discuss questions like the present one of preferential tariffs. The Committee would have to advise the Government and Parliament here on the matter. The first question, I think, which would arise in such circumstances would be: What status has that Committee of Advice? Many of its members, for instance, might have been appointed Privy Councillors twenty years before, when the whole situation was different. I do not gather that Mr. Haldane would appoint the actual Ministers of the Colonies for the time being, or delegates from the Colonies, as members of the committee. In this case my criticism would not apply. Otherwise, I think the question of mandate is a rock in the path. I am very glad to be able to tell you that on the whole I disagree with Mr. Haldane in his views as to the tariff proposals which the Colonial Secretary has made. I think parties in this country are probably fighting a very good party battle on this question; but at the same time I am afraid they are likely to be carried away by the merely party aspects of so great a question. The instrument of the Privy Council is beyond doubt one of the functions which might be greatly developed in the Constitution. In that lies the importance of Mr. Haldane's Paper. I am only offering some criticisms on its limitations as they appear to me. When I was at the Cape the other day responsible members of the Government there were discussing the suspension of the Constitution. They quoted largely from Sir William Anson's "*Law and Custom of the Constitution*," and they said what the King had power to do. Nevertheless, the question always in the background was: Is what is proposed supported by public opinion? The function of the Privy Council may be all-important if it opens up a way for the people to do what they want to do. Otherwise it might be a danger. Mr. Haldane's proposal, despite what I have said, remains to me nevertheless a most pregnant and important one. I should certainly like to see a Committee of the Privy Council doing the work he has described, if he could devise, and it might not be impossible to devise it, some way of giving it a representative character,

The Hon. Sir HORACE TOZER, K.C.M.G. (Agent-General for Queensland): This is not the first occasion Mr. Haldane has rendered conspicuous service to the Empire. I would like to place on record that at the time of the Commonwealth negotiations in London, the fact that an appeal to the Privy Council was secured to the States of Australia was largely owing to his skilful pilotage of that question. His present proposal is attractive, but I fear it is not within the realm of practical politics. It is, however, a step in the right direction. A Cabinet is really a committee of the people. The electorates select their Parliament, who, in turn, agree on their committee, and this constitutes the Cabinet or Executive Council. To them is entrusted the expenditure voted by Parliament, which gives the Cabinet the power of the purse. The United Kingdom has its Cabinet, whilst each self-governing Colony has its own, whose functions are limited to local affairs, but there is no Executive Council for the common affairs of the Empire. This Mr. Haldane proposes to create, whilst avoiding for the present the much-vexed question of an Imperial Parliament, and he proposes this Council shall have full executive authority, and not be a mere advisory body. I fail to see the force of the criticism that such an authority must necessarily fail because it has no mandate from the people of the Empire. Let us assume that this Executive Council consisted of four Cabinet members from the British House of Commons and, say, three Premiers of the self-governing Colonies. All these would be elected by the people, and thus obtain a mandate from the Empire. I think you could define the electorate and provide for a truly representative executive, but what overpowers me at present is the method of giving them the power of the purse for common purposes except through the machinery of an Imperial Parliament. There would be the strongest objection to giving the executive power to draw on the separate Treasurers in the Empire. Supposing this Imperial Executive decided the basis of contribution, say, for the naval defence of the Empire. How is it proposed to enforce the payment of the draft? I have always found the self-governing Colonies averse to paying anything in the nature of a tribute. The power of initiating Imperial taxation could not be given to such an executive, and the consequence would be an inability to give effect to their decisions. But, before we further seriously consider this subject, a preliminary question occurs to me. What is the pressing necessity for the change? I can only guess that it arises from the belief that the self-governing Colonies are not bearing their share of the naval defence of the Empire, and therefore some

authority is necessary to compel them. It will be most unfortunate if this feeling extends. I altogether dispute the proposition as affecting Australasia, and contend that some basis must be first settled as to the extent of liability before we can determine whether the Colonies are bearing their share of the responsibility of Empire or not. I know of no settled basis, speaking for Australia; if a population basis is taken, Australia's quota does not exceed a hundredth part of the total outlay of £80,000,000 expended on naval defence, and on a purely population basis Australia is not a defaulter. Then, if you exclude the native population of India the door is at once opened for the consideration of other bases to determine the question of proper proportion. I have previously admitted on this platform that the Colonies cannot expect to obtain the advantages of Empire without sharing in the responsibilities as well. I have contended that the measure of liability is the extent of ability, and in arriving at that necessary fact Australia's pioneer services and the United Kingdom's accumulated wealth are factors which must be considered before we can determine the question of fair proportion. Till some agreement is come to on that question, and the principle of contribution is admitted, I am fairly entitled to claim Australasia's contribution of £240,000 a year, her local provision for defence, and her past outlay in providing and maintaining coal depôts, are a fair proportion of Imperial defence, and that on those who assert the contrary lies the burden of proof. Till a basis is settled, the recent unseasonable reiteration of default, by responsible statesmen, echoed by the Press, can have only one tendency—to exasperate the Colonies and thus prevent that closer union which it should be the aim of all well-wishers of the Empire to encourage.

Dr. ALFRED HILLIER: I am sure that all the Fellows of this Institute are deeply indebted to Mr. Haldane for the very thoughtful and able Paper which he has given us on a subject so near to our hearts. I have spent nearly half my life in British Colonies, and I congratulate Mr. Haldane on having the pluck to suggest something in the shape of a definite scheme for bringing Colonies and Mother Country into closer touch, and I further venture to think that what he has suggested is far from being an impracticable scheme. I believe that an Imperial Advisory Committee, whose functions should be something wider in an Imperial sense than mere questions of defence, would be a very valuable addition to our constitutional machinery, and I see from the Colonial point of view many reasons why such consultative council should come into existence. It is a notorious fact that South Africa for the

last fifty years has been one of the great shuttlecocks of party politics in England. Sir George Grey, when Governor of the Cape Colony, having been in that position for five years, in a letter of protest to the authorities at home, stated that "in the five years I have held office in South Africa there have been no less than seven Secretaries at the Colonial Office, every one of whom held different views on some important point of Colonial policy." That is what has occurred under the Downing Street *régime* in years past, and I believe that such an Advisory Committee as Mr. Haldane has suggested would go far to remedy that state of things. In regard to what Mr. Benjamin Kidd has said in reference to the mandate for members of such a council, I fail to follow him. There would be no question that the English members would receive their mandate in the ordinary way from the British people, and I see no reason why the Colonial members should not receive their mandate, if not directly from the Colonial electors themselves, then from their chosen representatives. It appears to me that there is this peculiarity about our British Constitution, and it is one which argues in favour of the possibility of establishing such a council as Mr. Haldane suggests. The greatest principles and the most binding laws in the Constitution of our country are those which are unwritten. I believe Mr. Haldane will not contradict me, though I speak with diffidence in the presence of so distinguished a lawyer, when I say that the British Cabinet, which is all-powerful as an advisory and executive body, has no legal or constitutional status save that accorded it by public opinion, by custom, and by the goodwill of the Monarch. That being the fact, I see no reason why such a council as we have had suggested this evening should not in course of time come to exercise its due influence upon great Imperial questions very much as the Cabinet does to-day. On these grounds I have much pleasure in congratulating Mr. Haldane on making this suggestion, and I am particularly glad it comes from him as a distinguished member of Parliament. Mr. Haldane has referred to the fiscal proposals now before the country in language which implies that they will impose fetters upon our commerce. Without venturing to go into this great and complicated question, I believe that these proposals, so far from suggesting the placing of fetters upon our commerce, will go a long way to removing the fetters with which we have been hampered in the past, the very binding fetters of the old shibboleth of Free Trade, that shibboleth which represents a policy the very name of which to-day under existing conditions is, in my humble



opinion, a misnomer. That being so, I personally welcome the desire expressed on the part of our Colonial Secretary to have this subject thoroughly ventilated. To examine and to consider our existing fiscal system with a view to amending it will surely not be, as Mr. Haldane's Paper suggests, a leap in the dark. It will rather be a refusal to proceed for ever blindly in this matter.

Mr. HENRY BIRCHENOUGH: I should like to associate myself with other speakers in thanking Mr. Haldane for the great ability and the great literary charm with which he has brought this delicate, difficult, and, if I may say so, this very elusive question before us. I have just returned from South Africa, where I was commissioned by the Government to inquire into the conditions of trade in those great Colonies, and, though I talked with many hundreds of people, I cannot say I received much light on this constitutional question, but I did find abundant evidence of a great force, which I am confident is to do more toward the solution of this question than any other, and that is the growth of an Imperial public opinion as distinguished from this local British public opinion. We all saw the extraordinary effect and power, during the late war, in this country, of this new public opinion, that no settlement of the war could be satisfactory or possible unless it received endorsement in the dominions beyond the seas. I think the influence of this new Imperial public opinion is upon the position of the Prime Minister, because I believe in future it will be quite impossible that any Prime Minister could hold that position merely on account of his position in the House of Commons. He will have to have in addition behind him the driving force of an Imperial public opinion; and if this is the case, the position of the Prime Minister will be enormously increased in power, because he will feel that he not only represents the party behind him in the House of Commons, but the nation and the Empire. There is one other point—this fiscal question. I come hot foot from Colonies in which this question of preferential treatment has been discussed during the last few months, and the Inter-Colonial Conference of South African Colonies agreed to accord preferential treatment to the products and manufactures of the Mother Country without their receiving or expecting any reciprocation from us. The experience which I have as inquiring into the position of British trade in South Africa convinced me that our manufacturers did not require any assistance in order to compete against foreign competitors, and yet I was delighted that the Colonies should have given that assistance, merely because it is a declaration to the world of South Africa's

adherence to the unity of the Empire. I am one of those who, being prepared to pay a price for union, would like to see the United Kingdom extend to the Colonies that same preferential treatment which they are cordially extending to us. The fears of those who share Mr. Haldane's views are exceedingly exaggerated as to the commercial results which would follow the adoption of that policy, if that policy were founded upon an inquiry. We must remember that this subject, which has been thrown down for discussion by Mr. Chamberlain, will require to be carefully looked at from every point of view before it is likely to be adopted, and most of us feel, at the beginning of the twentieth century, that we are not prepared to accept a settlement of these great commercial questions upon decisions made and discussed sixteen years ago, but that each generation has a right to discuss its own problems and decide them as seems best to it.

The CHAIRMAN proposed a very hearty vote of thanks to Mr. Haldane for his admirable and interesting Paper, and the vote was carried by acclamation.

Mr. HALDANE : I have to thank you in a very few words for your kindly reception of a rather long Paper, and, not to inflict evil in return for good—by making another long speech—I will only notice in the briefest way one or two points that have been made, just to show that I have not forgotten them. Sir John Hall very truly said it would have been a good thing to have kept the whole reference to the fiscal policy out of this discussion. But this discussion would have been in the air on June 9, 1908. When you are walking along the Thames Embankment you cannot avoid looking at the Thames. Sir John Hall told us to look away from the Thames ; yet he took a peep himself, and Mr. Benjamin Kidd took a good look. If I have erred I have erred in the most excellent company. To fix the point of criticism, then : how are you to limit effectively the advice which is given by the proposed Imperial Cabinet, or how are you to make it effective ? Sir Horace Tozer put his finger on the real point—the power of the purse. That will determine the whole matter. If, for example, the Colonies chose to contribute more largely to the purposes of Imperial defence, they would at once and almost automatically have a Council formed, something more than the present Cabinet, which would control the principles of Imperial defence and all other matters for which they paid. It is a question really of a common purse : the power of the purse is the root of the whole matter, and if, as some of us have *thought*, by degrees the common purposes of the Empire require

common contributions, so we are certain that some sort of Imperial Cabinet will evolve itself. I do not quite agree with Mr. Kidd that there will be a danger of people being elected to give advice on the basis of having been elected twenty years ago as Privy Councillors. I think you will find it will be the Colonial Premiers who will be the real Cabinet which will give advice on those matters on which common purposes have been defined; though it may not be very easy at the moment to see the precise form it will take. It is useless to predict, but I agree that it is not a very difficult thing to see half a dozen ways in which this can be carried into effect, and I maintain the plan holds the field. It is an old idea, and, like many ideas which are not old, it may emerge suddenly, as other ideas have emerged suddenly, and if so it is all the better for a great deal of discussion. There was another suggestion made by Sir John Hall, who wished that we might have as a permanent arithmetical quantity a first-rate Colonial Secretary, for instance Mr. Chamberlain. It is a magnificent development that has taken place under Mr. Chamberlain, but Mr. Chamberlain is not a fixed arithmetical quantity. He does not remain in that condition of non-expansion. To describe any Minister of his power, you have to go to another branch of mathematics, and I think an expert mathematician would describe Mr. Chamberlain in the terms of the higher mathematics as an Independent Variable, of which the Cabinet became a function. It seems to me that there is abundance of common ground, whatever views we take of the tariff question, for discussing this great question. Upon the tariff I own I have a mind which is somewhat affected by shibboleths; perhaps it is because once, when I was very young, I wrote a book about Adam Smith, that I have that memorable chapter in the fourth book in mind. "You had better meet hostile tariffs with open ports," I read through Adam Smith, and I cannot help thinking that some of my friends have not spent the time that I had to spend on Adam Smith. These shibboleths get into people's minds, and they filter into the minds of the future. Be these matters as they may, there is abundant ground in what lies in front for any amount of discussion. I mention these things simply for the purpose of illustrating this, that these questions are questions which involve almost endless discussion, and it is only through discussion we can lead them a stage further on. There is no man who has worked more resolutely and doggedly at this question than our Chairman. He has not always had a popular part, but he has known his mind and stuck to it, and that is what one admires. He has been a real good friend to the

Empire and the Navy, and I ask you to join with me in giving him our hearty thanks, not only for the work he has done in presiding here to-night, but for the work he has done for Imperial unity in the past.

The CHAIRMAN : I am more than obliged to Mr. Haldane for the kind way in which he has proposed this vote of thanks to myself. It has been a great pleasure to me to have the honour of presiding over this meeting and over such an exceptionally interesting discussion.

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### THIRTIETH ANNUAL CONVERSAZIONE.

THE Thirtieth Annual Conversazione was held at the Natural History Museum, by permission of the Trustees of the British Museum, on Wednesday, June 24, 1908, and was attended by about 2,000 guests, representing all parts of the British Empire. The String Band of the Royal Artillery, conducted by Cavaliere L. Zavertal, M.V.O., performed in the Central Hall, and the String Band of the Royal Marines (Portsmouth Division), under the direction of Lieut. George Miller, M.V.O., Mus. Bac. (Cantab.), played in the Bird Gallery.

Refreshments were served throughout the evening in various parts of the building. The Central Hall was decorated with choice flowers and palms. The guests were received by the following Vice-Presidents and Councillors :

*Vice-Presidents* : The Earl of Jersey, G.C.B., G.C.M.G. ; Lord Brassey, K.C.B. ; Sir Robert G. W. Herbert, G.C.B. ; Field-Marshal Sir Henry W. Norman, G.C.B., G.C.M.G., C.I.E., and Sir Frederick Young, K.C.M.G. *Councillors* : Admiral Sir N. Bowden-Smith, K.C.B. ; Mr. Frederick Dutton ; Lieut.-General Sir J. Bevan Edwards, K.C.M.G., C.B. ; Mr. Thomas E. Fuller, C.M.G. ; Sir James Garrick, K.C.M.G. ; Major-General Sir Henry Green, K.C.S.I., C.B. ; Dr. Alfred Hillier ; Hon. H. Bruce Lefroy ; Mr. S. Vaughan Morgan ; Sir E. Montague Nelson, K.C.M.G. ; Sir Montagu Ommanney, K.C.B., K.C.M.G. ; Major-General C. W. Robinson, C.B. ; Sir Charles E. F. Stirling, Bart., and Hon. John Tudhope.

## APPENDIX

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### VISIT OF THE RT. HON. J. CHAMBERLAIN, M.P., TO SOUTH AFRICA.

The following correspondence is published for the information of Fellows:—

Royal Colonial Institute, Northumberland Avenue, London.

March 10, 1903.

SIR,—I am desired by the Council of the Royal Colonial Institute respectfully to transmit for your information a copy of a Resolution which was unanimously adopted at a meeting held this day,—over which the Hon. John Tudhope presided—on the proposal of Sir Frederick Young, K.C.M.G., seconded by the Right Hon. Sir George T. Goldie, K.C.M.G.

I have, &c.

J. S. O'HALLORAN, *Secretary*.

The Right Hon. J. Chamberlain, M.P.,  
Secretary of State for the Colonies.

### RESOLUTION OF THE COUNCIL.

"The Council of the Royal Colonial Institute desire to convey to the Right Hon. Joseph Chamberlain, M.P., Secretary of State for the Colonies, their admiration of his untiring and successful exertions throughout the course of his recent journey in South Africa, believing that the policy of firmness and conciliation which he so ably expressed will materially contribute to the establishment of harmonious relations between the various races in that important part of His Majesty's Dominions."

[*Reply.*]

Colonial Office. March 23, 1903.

DEAR SIR,—I am desired by Mr. Chamberlain to acknowledge with many thanks the receipt of your letter of March 10, and to say that he has read with much pleasure and satisfaction the Resolution adopted by the Council of the Royal Colonial Institute.

Yours faithfully,

ROBERT BROMLEY.

J. S. O'Halloran, Esq., Secretary,  
Royal Colonial Institute.

**"VICTORIA" OR "EMPIRE" DAY.**

THE following letter, which has been addressed to the Prime Minister in continuation of former correspondence, is published, by direction of the Council, for the information of Fellows :

Royal Colonial Institute, Northumberland Avenue, London.  
April 7, 1903.

SIR,—I am desired by the Council of the Royal Colonial Institute respectfully to invite your attention to a Memorial to the Marquess of Salisbury which they adopted on June 11, 1901,<sup>1</sup> praying that H.M. Government would be pleased to proclaim the nearest Monday to May 24 a Bank Holiday, in perpetual memory of her late Majesty Queen Victoria.

In a letter dated June 19, 1901, Lord Salisbury undertook to give the Memorial his careful consideration, and the Council therefore venture to entertain the hope that H.M. Government may see their way to take some action in the matter.

The Government of New Zealand recently decided that May 24 should be known as "Empire Day," and the Council understand the intention of the Colonial Government is that the children of the various Education Boards should be assembled on that anniversary and salute the Flag.

Having regard to the action of the Colonies in this matter, the Council of the Royal Colonial Institute would ask permission to again bring the subject under your notice. If there is a serious objection to the proclamation of an additional Bank Holiday, as suggested in the Memorial referred to, it is respectfully submitted that May 24 might be celebrated as "Victoria Day" without its necessarily being a public holiday.

The Council take this opportunity of mentioning that May 24 is set apart as a public holiday under the designation of "Victoria Day"—in addition to the King's Birthday, which is everywhere observed—in the Dominion of Canada, Cape Colony, Natal, Orange River Colony, Transvaal, South Australia, Windward Islands, Leeward Islands, and Barbados.<sup>2</sup>

I have, &c.,

J. S. O'HALLORAN, *Secretary.*

The Right Hon. Arthur J. Balfour, M.P., &c., Prime Minister,  
Downing Street.

<sup>1</sup> *Proceedings*, Royal Colonial Institute, vol. xxxii. p. 316. See also vol. xxvi. p. 377, for memorial on the same subject to the Earl of Rosebery, as Prime Minister, dated July 24, 1894.

<sup>2</sup> Since the date of this letter similar action has been taken in other parts of the Empire.

## G R A N T

UNTO THE

## ROYAL COLONIAL INSTITUTE

OF

*Her Majesty's Royal Charter of Incorporation,*

DATED 26TH SEPTEMBER, 1882.

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**Victoria**, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Empress of India, **To all to whom** these Presents shall come Greeting.

**Whereas** HIS ROYAL HIGHNESS ALBERT EDWARD, PRINCE OF WALES, K.G., and HIS GRACE THE DUKE OF MANCHESTER, K.P., have by their Petition humbly represented to Us that they are respectively the President and Chairman of the Council of a Society established in the year one thousand eight hundred and sixty-eight, and called by Our Royal Authority the

Royal Colonial Institute, the objects of which Society are in various ways, and in particular by means of a place of Meeting, Library and Museum, and by reading papers, holding discussions, and undertaking scientific and other inquiries, as in the said Petition mentioned, to promote the increase and diffusion of knowledge respecting as well Our Colonies, Dependencies and Possessions, as Our Indian Empire, and the preservation of a permanent union between the Mother Country and the various parts of the British Empire, and that it would enable the said objects to be more effectually attained, and would be for the public advantage if We granted to His Royal Highness ALBERT EDWARD, PRINCE OF WALES, K.G., WILLIAM DROGO MONTAGU, DUKE OF MANCHESTER, K.P., and the other Fellows of the said Society, Our Royal Charter of Incorporation.

**And whereas** it has been represented to Us that the said Society has, since its establishment, sedulously pursued the objects for which it was founded by collecting and diffusing information ; by publishing a Journal of Transactions ; by collecting a Library of Works relating to the British Colonies, Dependencies and Possessions, and to India ; by forming a Museum of Colonial and Indian productions and manufactures, and by undertaking from time to time scientific, literary, statistical, and other inquiries relating to Colonial and Indian Matters, and publishing the results thereof.

**Now know We** that We, being desirous of encouraging a design so laudable and salutary, of Our especial



grace, certain knowledge and mere motion, have willed, granted and declared, and ~~do~~ by these presents for Us, Our heirs and successors, will, grant and declare in manner following, that is to say :—

1. HIS ROYAL HIGHNESS ALBERT EDWARD, PRINCE OF WALES, and HIS GRACE THE DUKE OF MANCHESTER, and such other of Our Loving Subjects as now are Fellows of the said Society, or shall from time to time be duly admitted Fellows thereof, and their successors, are hereby constituted, and shall for ever hereafter be by virtue of these presents one body politic and corporate by the name of the Royal Colonial Institute, and for the purposes aforesaid, and by the name aforesaid, shall have perpetual succession and a Common Seal, with full power and authority to alter, vary, break, and renew the same at their discretion, and by the same name to sue and be sued in every Court of Us, Our heirs and successors, and be for ever able and capable in the law to purchase, receive, possess, hold and enjoy to them and their successors, any goods and chattels whatsoever, and to act in all the concerns of the said body politic and corporate as effectually for all purposes as any other of Our liege subjects, or any other body politic or corporate in the United Kingdom, not being under any disability, might do in their respective concerns.

2. ~~The~~ **Royal Colonial Institute** (in this Charter hereinafter called the Institute) may, notwithstanding the statutes of mortmain, take, purchase, hold and enjoy to them and their successors a Hall, or House, and any

such messuages or hereditaments of any tenure as may be necessary for carrying out the purposes of the Institute, but so that the yearly value thereof to be computed at the rack rent which might be gotten for the same at the time of the purchase or other acquisition, and including the site of the said Hall, or House, do not exceed in the whole the sum of TEN THOUSAND POUNDS. ~~And We do~~ hereby grant Our especial Licence and authority unto all and every person and persons, bodies politic and corporate (otherwise competent), to grant, sell, alien and convey in mortmain unto and to the use of the Institute and their successors any messuages or hereditaments not exceeding the annual value aforesaid.

3. ~~There~~ shall be a Council of the Institute, and the said Council and General Meetings of the Fellows to be held in accordance with this Our Charter shall, subject to the provisions of this Our Charter, have the entire management and direction of the concerns of the Institute.

4. ~~There~~ shall be a President, Vice-Presidents, a Treasurer, and a Secretary of the Institute. The Council shall consist of the President, Vice-Presidents, and not less than twenty Councillors; and the Secretary, if honorary.

5. HIS ROYAL HIGHNESS ALBERT EDWARD, PRINCE OF WALES, shall be the first President of the Institute, and the other persons now being Vice-Presidents and

Members of the Council of the Institute shall be the first Members of the Council, and shall continue such until an election of Officers is made under these presents.

6. ~~The~~ General Meeting of the Fellows of the Institute shall be held once in every year, or oftener, and may be adjourned from time to time, if necessary, for the following purposes, or any of them :—

(a) The election of the President, Vice-Presidents, Treasurer, and other Members of the Council.

(b) The making, repeal, or amendment of rules and bye-laws for the Government of the Institute, for the regulation of its proceedings, for the admission or expulsion of Fellows, for the fixing of the number and functions of the Officers of the Institute, and for the management of its property and business generally.

(c) The passing of any other necessary or proper resolution or regulation concerning the affairs of the Institute.

7. ~~The~~ General Meetings and adjourned General Meetings of the Institute shall take place (subject to the rules of the Institute and to any power of convening or demanding a Special General Meeting thereby given) at such times as may be fixed by the Council.

8. ~~The~~ existing rules of the Institute, so far as not inconsistent with these presents, shall continue in force

until and except so far as they are altered by any General Meeting.

9. **The** Council shall have the sole management of the income, funds, and property of the Institute, and may manage and superintend all other affairs of the Institute, and appoint and dismiss at their pleasure all salaried and other officers, attendants and servants as they may think fit, and may, subject to these presents and the rules of the Institute, do all such things as shall appear to them necessary and expedient for giving effect to the objects of the Institute.

10. **The** Council shall once in every year present to a General Meeting a report of the proceedings of the Institute, together with a statement of the receipts and expenditure, and of the financial position of the Institute, and every Fellow of the Institute may, at reasonable times to be fixed by the Council, examine the accounts of the Institute.

11. **The** Council may, with the approval of a General Meeting, from time to time appoint fit persons to be Trustees of any part of the real or personal property of the Institute, and may make or direct any transfer of such property necessary for the purposes of the trust, or may at their discretion take in the corporate name of the Institute Conveyances or Transfers of any property capable of being held in that name. Provided that no sale, mortgage, incumbrance or other disposition of any hereditaments belonging to the Institute shall be made unless with the approval of a General Meeting.

12. **No Rule, Bye-law, Resolution** or other proceeding shall be made or had by the Institute, or any Meeting thereof, or by the Council, contrary to the General Scope or true intent and meaning of this Our Charter, or the laws or statutes of Our Realm, and anything done contrary to this present clause shall be void.

**In Witness** whereof We have caused these Our Letters to be made Patent.

**Witness** Ourself at Our Palace at Westminster, the Twenty-sixth of September in the Forty-sixth year of Our Reign.

**By Her Majesty's Command.**

L.S.

CARDEW.



# LIST OF FELLOWS.

**Patron : HIS MAJESTY THE KING.**

(Those marked \* are Honorary Fellows.)  
(Those marked † have compounded for life.)

## RESIDENT FELLOWS.

Year of  
Election.

- |      |  |
|------|--|
| 1897 | †A-ABABRELTON, ROBERT, <i>P. O. Box 33, Pretoria, Transvaal; and Secretary Lands Commission, P. O. Box 242, Maritzburg, Natal.</i>             |
| 1898 | AABONS, LEWIS, <i>15 Devonshire Place, W.; and 21 Gresham House, E.C.</i>  |
| 1891 | ABERDEEN, THE RIGHT HON. THE EARL OF, <i>G.C.M.G., 58 Grosvenor Street, W.; and Haddo House, Aberdeen, N.B.</i>                                |
| 1872 | ABRAHAM, AUGUSTUS B., <i>Reform Club, Pall Mall, S.W.</i>  |
| 1886 | †ACLAND, REAR-ADMIRAL SIR WILLIAM A. DYKE, BART., <i>C.V.O., The Mount, Gibraltar, United Service Club, and Athenæum Club, Pall Mall, S.W.</i> |
| 1889 | ACUTT, R. NOBLE, <i>109 Oakwood Court, Kensington, W.</i>  |
| 1886 | †ADAM, SIR CHARLES E., BART., <i>Blair-Adam, Kinross-shire, N.B.</i>   |
| 1893 | ADAMS, GEORGE, <i>108 Oakwood Court, Kensington, W.</i>  |
| 1889 | ADAMS, JAMES, <i>9 Gracechurch Street, E.C.</i>  |
| 1901 | ADAMSON, WILLIAM, <i>C.M.G., 2 Billiter Avenue, E.C.</i>   |
| 1896 | AGAR, EDWARD LARPENT, <i>Hilly Mead, Wimbledon, S.W.</i>   |
| 1887 | AGIUS, EDWARD T., <i>22 Billiter Street, E.C.; and Malta.</i>  |
| 1879 | AITKEN, ALEXANDER M., <i>Airdanair, Pitlochry, N.B.</i>  |
| 1895 | AKERROYD, JAMES B., <i>25 Endsleigh Gardens, N.W.</i>  |
| 1886 | ALCOCK, JOHN, <i>111 Cambridge Gardens, North Kensington, W.</i>   |
| 1885 | †ALDENHOVEN, JOSEPH FRANK, <i>Messrs. W. Eldon &amp; Co., St. Dunstan's Buildings, St. Dunstan's Hill, E.C.</i>                                |
| 1900 | ALLCROFT, WALTER L., <i>2 Ryder Street, St. James's, S.W.</i>  |
| 1898 | †ALLEN, ARTHUR A., <i>47 Onslow Square, S.W.; and Hillside, Swanage, Dorset.</i>   |
| 1889 | †ALLEN, CHARLES H., <i>17 Well Walk, Hampstead, N.W.</i>   |
| 1901 | ALLEN, JAMES F., M.D., <i>70 Clapham Road, Bedford.</i>  |
| 1880 | †ALLEN, ROBERT, <i>Summerhayes, Betchworth, Surrey.</i>  |
| 1899 | ALLEN, REV. W. OSBORN B., M.A., <i>Society for Promoting Christian Knowledge, Northumberland Avenue, W.C.</i>                                  |
| 1880 | ALLPORT, W. M., <i>c/o Parr's Bank, 239 Regent Street, W.</i>  |
| 1893 | ALSOP, THOMAS W., <i>Falkirk Iron Co., 67 Upper Thames Street, E.C.</i>  |
| 1897 | ANDERSON, ANDREW, <i>23 College Hill, E.C.</i>   |
| 1880 | ANDERSON, F. H., M.D., <i>3 Courtfield Gardens, S.W.</i>   |

Year of  
Election.

- 1900 ANDERSON, GEORGE GRAY, 16 *Philpot Lane, E.C.*  
 1875 †ANDERSON, EDWARD R.  
 1897 ANDERSON, KENNETH S., 5 *Fenchurch Avenue, E.C.*  
 1891 ANDERSON, W HERBERT, *Junior Carlton Club, Pall Mall, S.W.*  
 1898 ANDREWS, ARTHUR W., M.A., 27 *Victoria Road, Clapham Common, S.W.*  
 1873 ARBUTHNOT, COLONEL G., R.A., *Carlton Club, Pall Mall, S.W.*  
 1894 ARBUTHNOT, WM. RIERSON, *Plaw Hatch, East Grinstead.*  
 1881 ARCHER, THOMAS, C.M.G., 7 *Alleyne Park, West Dulwich, S.E.*  
 1900 ARCHIBALD, R. BRUCE, J.P., *Roxborough, Tobago, West Indies.*  
 1898 ARDAGH, MAJOR-GENERAL SIR JOHN C., R.E., K.C.M.G., K.C.I.E., C.B.,  
 113 *Queen's Gate, S.W.*  
 1878 †ARGYLL, HIS GRACE THE DUKE OF, K.T., G.C.M.G., G.C.V.O., *Kensington  
 Palace, W.*  
 1900 †ARKWRIGHT, JOHN S., M.P., 7 *King's Bench Walk, Temple, E.C.*  
 1883 †ARMITAGE, JAMES ROBERTSON.  
 1891 ARMSTRONG, W C. HEATON-, 30 *Portland Place, W.*  
 1888 ARMYTAGE, GEORGE F., 35 *Kensington Court Mansions, W.*  
 1888 †ARMYTAGE, OSCAR FERDINAND, M.A., 59 *Queen's Gate, S.W.; and  
 New University Club, St. James's Street, S.W.*  
 1895 †ASHCROFT, EDGAR A., M.I.M.M. M.I.E.E., 82 *Victoria Street, S.W.*  
 1874 ASHLEY, RIGHT HON. EVELYN, *Broadlands, Romsey, Hants.*  
 1891 †ASHMAN, REV. J. WILLIAMS, M.A., M.D., *National Club, Whitehall  
 Gardens, S.W.*  
 1896 ASHTON, RALPH S., B.A., 19 *Belmont Park, Lee, S.E.*  
 1879 ASHWOOD, JOHN, 42 *Caledonian Place, Clifton, Bristol.*  
 1898 ASPINALL, ALGERNON E. 25 *Jermyn Street, S.W.; and West India  
 Committee, 5 Seething Lane, E.C.*  
 1889 ASTLE, W G. DEVON 6 *Lombard Court, E.C.*  
 1888 †ASTLEFORD, JOSEPH, *National Liberal Club, Whitehall Place, S.W.*  
 1874 †ATKINSON, CHARLES E., *Algoa Lodge, Brackley Road, Beckenham, Kent.*  
 1892 ATTENBOROUGH, MARK, 6 *Hilbury Road, Upper Tooting, S.W.*  
 1879 ATTLEE, HENRY, 10 *Billiter Square, E.C.*  
 1902 AUERBACH, JULIUS, *Messrs. Dreyfus & Co. Ltd., 101 Leadenhall St., E.C.*  
 1871 AVEBURY, RT. HON. LORD, 6 *St. James's Square, S.W.; and 15 Lombard  
 Street, E.C.*  
 1902 AYERS, EBENEZER W., 18 *St. Swithin's Lane, E.C.*  
 1880 BADCOCK, PHILIP, 4 *Aldridge Road Villas, Bayswater, W.*  
 1893 BAILEY ALLANSON, c/o *Messrs. J. & C. Carter, 12 Wood Street, E.C.*  
 1883 BAILEY, FRANK, 59 *Mark Lane, E.C.*  
 1888 BAILLIE, JAMES R., 1 *Akenside Road, Fitzjohn's Avenue, N.W.*  
 1882 †BAILWARD, A. W., *Horsington Manor, Wincanton, Somerset.*  
 1902 BAIN, ROBERT R., 126 *Queen's Gate, S.W.*  
 1902 BAIN, WILLIAM P. C., *Lochrin Ironworks, Coatbridge, N.B.*  
 1897 BAIRD, BORTHWICK R., *Balloan of Cawdor, Nairn, N.B.*  
 1897 BAKER, JOHN HOLLAND, *Warren Farm, Guildford.*  
 1885 †BALDWIN, ALFRED, M.P., *Kensington Palace Mansions, W.; and  
 Wilden House, near Stourport.*  
 1884 BALFOUR, B. R., *Townley Hall, Drogheda, Ireland.*



Year of  
Election.

- 1901 BALLOT, JOHN, *Salisbury House, E.C.*
- 1985 BALM, CHARLES, 61 *Basinghall Street, E.C.*
- 1881 †BANKS, EDWIN HODGE, *High Moor, Wigton, Cumberland.*
- 1892 BARBER, ALFRED J., *Castlemere, Hornsey Lane, N.; and Midland Railway Company of Western Australia, 14 Queen Victoria Street, E.C.*
- 1897 BARCLAY, HUGH GURNEY, *Colney Hall, Norwich.*
- 1894 BARCLAY, JOHN, *Junior Constitutional Club, Piccadilly, W.*
- 1889 †BARING-GOULD, F., *Marrow Grange, Guildford.*
- 1884 BARNARD, H. WYNDHAM, 62 *St. George's Square, S.W.*
- 1883 BARRATT, WALTER, *Bishops Tawton, Barnstaple.*
- 1902 BARRINGTON, NICHOLAS W., B.A., M.D., 97 *St. George's Road, S.W.*
- 1895 BARROW, THOMAS M., *Church Row, Darlington.*
- 1894 BATLEY, SIDNEY T., 16 *Great George Street, S.W.; and St. Stephen's Club, Westminster, S.W.*
- 1887 BAXTER, ALEXANDER B., *Australian Joint Stock Bank, 2 King William Street, E.C.*
- 1902 BAYLDON, D. H., 17 *Castle Bar Road, Ealing, W.*
- 1897 BAYLISS, THOMAS A., *The High House, Kings Norton, Birmingham.*
- 1896 BAYNES, DONALD, M.D., 43 *Hertford Street, W.*
- 1885 †BAILEY, GARDNER SEBASTIAN, *Hatherop Castle, Fairford, Gloucestershire.*
- 1898 BEALEY, ADAM, M.D., *Filsham Lodge, St. Leonards-on-Sea.*
- 1879 BEALEY, SAMUEL, 55 *Belsize Park Gardens, N.W.*
- 1893 †BEAR, GEORGE A., 98 *Palace Gardens Terrace, W.*
- 1890 BEARE, SAMUEL PRATER, *The Oaks, Thorpe, Norwich.*
- 1890 BEARE, PROF. T. HUDSON, B.Sc., *Engineering Laboratory, The University, Edinburgh.*
- 1885 BEATTIE, JOHN A. BELL, *Gordon Lodge, St. Andrews, N.B.*
- 1884 BEATTIE, WM. COPLAND, *The Wilderness, Milltimber, Aberdeenshire, N.B.*
- 1899 †BEAUCHAMP, THE RIGHT HON. EARL, K.C.M.G., *Madresfield Court, Malvern Link.*
- 1890 BEAUCHAMP, HENRY HERRON, *The Retreat, Park Hill, Beesley, Kent.*
- 1896 †BECK, A. CECIL, *Devonshire Club, St. James's Street, S.W.*
- 1901 BEDFORD, EDWARD, C.E., *Delbrook, Picardy Road, Belvedere, Kent.*
- 1884 BEDWELL, COMMANDER E. P., R.N., *National Liberal Club, Whitehall Place, S.W.*
- 1900 BEKE, WILLIAM A., 139 *Richmond Road, Cardiff.*
- 1884 BERTHAM, GEORGE, 11 *Gledhow Gardens, S.W.; and Wellington, New Zealand.*
- 1876 BEYTON, HENRY C., 2 *Adamson Road, South Hampstead, N.W.; and 33 Finsbury Circus, E.C.*
- 1889 BEGG, F. FAITHFULL, *Bartholomew House, E.C.*
- 1899 BRIGHTON, THOMAS DURANT, 30 *Gloucester Square, Hyde Park, W.*
- 1902 BEIT, ALFRED, 26 *Park Lane, W.*
- 1878 BELL, JOHN, 13 *Fenchurch Avenue, E.C.*
- 1900 BELL, ROBERT M., 2 *Cardigan Gate, Richmond, S.W.*
- 1890 BELL, THOMAS, 47 *Belsize Avenue, N.W.*
- 1902 BELL, WILLIAM, *Hill Crest, Walmer, Kent; and Junior Constitutional Club, Piccadilly, W.*
- 1886 †BENSON, ARTHUR H., 62 *Ludgate Hill, E.C.*

Year of  
Election.

- 1891 BENSON, COLONEL F. W., C.B., *Army and Navy Club, Pall Mall, S.W.*
- 1897 BERESFORD, VICE-ADMIRAL LORD CHARLES, C.B., *Park Gate House, Ham Common.*
- 1894 †BERLEIN, JULIUS, 39 *Bishopsgate Street Within, E.C.*
- 1898 BERNSTEIN, LEON J., 72 *Gloucester Terrace, Hyde Park, W.*
- 1898 BERRILL, W. J., *Messrs. Gordon & Gotch, 15 St. Bride Street, E.C.*
- 1885 †BERTRAND, WM. WICKHAM, *care of Falkland Islands Company, 61 Gracechurch Street, E.C.*
- 1883 †BETHELL, CHARLES, *Cheam Park, Cheam, Surrey, and 22 Billiter St. E.C.*
- 1884 BEVAN, FRANCIS AUGUSTUS, 27 *Queen's Gate Gardens, S.W.*
- 1881 BEVAN, WILLIAM ARMIN, 50 *Harrington Gardens, South Kensington, S.W.*
- 1894 BHUMGARA, JAMSITJEE S., 8 *Loudoun Road, St. John's Wood, N.W.*
- 1886 BIDDISCOMBE, J. R., *Elmington, 91 Eltham Road, Lee, S.E.; and 1 Old Loadenhall Street, E.C.*
- 1889 †BILLINGHURST, H. F., 35 *Granville Park, Blackheath, S.E.*
- 1891 †BINNIE, GEORGE, 4D *Station, Quirindi, New South Wales.*
- 1868 BIRCH, SIR ARTHUR N., K.C.M.G., *Bank of England, Burlington Gardens, W.*
- 1897 BIRCHENOUGH, HENRY, *Broomlands, Macclesfield; and Reform Club, Pall Mall, S.W.*
- 1898 BIRT, F. BECKETT, *The Copse, Wimbledon, S.W.*
- 1902 BISHOP, ALBERT E., 1 *Metal Exchange Buildings, E.C.*
- 1887 BLACK, SURGEON-MAJOR WM. GALT, 2 *George Square, Edinburgh.*
- 1890 BLACKWOOD, GEORGE R., *St. James's Club, Piccadilly, W.*
- 1883 BLACKWOOD, JOHN H., 1 *Green Street, W.*
- 1882 †BLAGROVE, COLONEL HENRY J., C.B., *Army and Navy Club, Pall Mall, S.W.*
- 1889 BLAKE, ARTHUR P., *Sunbury Park, Sunbury-on-Thames; and Oriental Club, Hanover Square, W.*
- 1901 BLAKENEY, STEWART, *Belton Rectory, Loughborough; and National Club, Whitehall Gardens, S.W.*
- 1883 BLECKLY, CHARLES ARNOLD, 61 *Gracechurch Street, E.C.*
- 1896 BLIGH, WILLIAM G., M. Inst. C.E., *of Messrs. Grindlay & Co., 54 Parliament Street, S.W.*
- 1902 †BLYTH, SIR JAMES, BART., 33 *Portland Place, W.; and Blythwood, Stansted, Essex.*
- 1902 BUDDINGTON, ERNEST ASHLEIGH, *Marlborough Mansions, Victoria St., S.W.*
- 1902 BOHN, HENRY, 17 *Holland Villas Road, W.; and Junior Carlton Club, Pall Mall, S.W.*
- 1881 BOIS, HENRY, 5 *Astwood Road, South Kensington, S.W.*
- 1882 BOLLING, FRANCIS, 2 *Laurence Pountney Hill, E.C.*
- 1898 BOLTON, JOHN, 15 *Cranley Gardens, Highgate, N.*
- 1902 BULTON, MAJOR ROBERT FITZROY M., 17 *Matheson Road, West Kensington, W.*
- 1873 BONWICK, JAMES, 39 *Sprules Road, Brockley, S.E.*
- 1897 †BOOTH, ALFRED E., 18 *New Union Street, E.C.*
- 1895 BORROW, REV. HENRY J., B.A., 38 *Nevern Square, S.W.*
- 1883 †BORTON, REV. N. A. B., M.A., *Burwell Vicarage, Cambridge.*
- 1894 BOSANQUET, RICHARD A., *Mardens, Hildenborough, Kent.*
- 1886 †BOSTOCK, HEWITT, P.O. Box 803, *Vancouver, British Columbia.*

Year of  
Election.

- 1889 †BOSTOCK, SAMUEL, *Lainston, near Winchester.*  
 1890 BOSWELL, W. ALBERT, 45 *Leinster Square, Bayswater, W.*  
 1882 †BOULTON, HAROLD E., M.A., 64 *Cannon Street, E.C.*  
 1882 †BOULTON, S. B., *Copped Hall, Totteridge, Herts.*  
 1889 BOURNE, H. R. FOX, *Greencroft, St. Albans.*  
 1892 BOURNE, ROBERT WILLIAM, C.E., 18 *Hereford Square, S.W.*  
 1901 BOWDEN, ARTHUR,  
 1899 †BOWDEN-SMITH, ADMIRAL SIR NATHANIEL, K.C.B., 16 *Queen's Gate Terrace, S.W.*  
 1903 BOWRING, COLONEL F. T. N. SPRATT, R.E., 6 *Nevill Park, Tunbridge Wells.*  
 1886 †BOYLE, FRANK.  
 1881 BOYLE, LIONEL R. C., *Army and Navy Club, Pall Mall, S.W.*  
 1887 †BRADBERRY, THOMAS R., 32A *Maida Vale, W.*  
 1898 BRAMSTON, SIR JOHN, G.C.M.G., C.B., 18 *Berkeley Place, Wimbledon, S.W.*  
 1878 BRASSEY, RT. HON. LORD, K.C.B., 24 *Park Lane, W.*  
 1889 BRASSEY, THE HON. THOMAS ALLNUTT, 23 *Park Lane, W.; and Park Gate, Battle.*  
 1902 BRAUND, FREDERICK W., 96 *Leadenhall Street, E.C.*  
 1888 BREITMEYER, LUDWIG, 29 & 30 *Holborn Viaduct, E.C.*  
 1881 BRIDGES, REAR-ADMIRAL WALTER B., c/o Messrs. Woodhead & Co. 44 *Charing Cross, S.W. and United Service Club, Pall Mall, S.W.*  
 1884 BRIGHT, CHARLES E., C.M.G., 98 *Cromwell Road S.W.; and Wyndham Club, S.W.*  
 1882 BRIGHT, SAMUEL, 5 *Huskisson Street, Liverpool; and Ralsigh Club, Regent Street, S.W.*  
 1886 BRISCOE, WILLIAM ARTHUR, *Longstowe Hall, Cambs.*  
 1889 BROCKLEHURST, EDWARD, J.P., *Kinnersley Manor, Reigate.*  
 1898 BROOKE, MAJOR-GENERAL EDWARD T., 65 *Wynnstay Gardens, Kensington, W.*  
 1900 BROOKE, STOPFORD W. W., 34 *De Vere Gardens, W.*  
 1897 †BROOKMAN, GEORGE, *Bailey's Hotel, Gloucester Road, S.W.*  
 1879 †BROOKS, HERBERT, 17 *Prince's Gardens, S.W.; and 11 St. Benet Place, Gracechurch Street, E.C.*  
 1888 BROOKS, H. TABOR, 1 *St. Benet Place, Gracechurch Street, E.C.*  
 1900 BROUSSON, ROBERT PERCY *Sidcup Place, Sidcup, Kent; and St. Stephen's Club, Westminster S.W.*  
 1882 BROWN, ALEXANDER M., M.D., 7 *South Villas, Camden Square, N.W.*  
 1881 BROWN, ALFRED H., *St. Elmo, Calverley Park Gardens, Tunbridge Wells.*  
 1896 BROWN, JAMES B., 8 *Bolton Gardens, S.W.*  
 1885 BROWN, OSWALD, M. Inst. C.E., 32 *Victoria Street, S.W.*  
 1902 BROWN, PROFESSOR W JETHRO, LL.D., *Mintaro, North Road, Aberystwyth.*  
 1881 BROWN, THOMAS, 57 *Cochrane Street, Glasgow.*  
 1884 BROWN, THOMAS, 59 *Mark Lane, E.C.*  
 1892 BROWNE, ARTHUR SCOTT, *Buckland Filleigh, Highampton, North Devon.*  
 1902 BROWNE, EDWARD WILLIAM, 91 *Philbeach Gardens, S.W.*  
 1883 BROWNE, JOHN HARRIS, *Bourne Lodge, Farnham, Surrey.*  
 1898 BROWNING, ARTHUR HERVÉ, 16 *Victoria Street, S.W.*  
 1877 BROWNING, S. B., 6K *Montagu Mansions, Portman Square, W.*  
 1898 BRUCE, VICE-ADMIRAL SIR JAMES A. T., K.C.M.G., *United Service Club, Pall Mall, S.W.*

Year of  
Election.

- 1895 BRUCE-JOY, ALBERT, R.H.A., F.R.G.S., 44 Piccadilly, W., and *Athenæum Club, S.W.*
- 1892 BRUNING, CONRAD, 22 Billiter Street, E.C.
- 1884 BUCHANAN, BENJAMIN, 2 Ulster Terrace, Regent's Park, N.W.
- 1889 BUCHANAN, JAMES, 6 Sussex Square, Hyde Park, W.; and 24 Holborn, E.C.
- 1896 BUCKLAND, JAMES, 18 Kensington High Street, W.
- 1898 †BUCKLAND, THOMAS, c/o Bank of New South Wales, 64 Old Broad Street, E.C.
- 1902 BULKELEY, CAPTAIN HENRY, 22 Belgrave Road, S.W.; and 42 Belvidere Place, Dublin.
- 1886 BULL, HENRY, 1 Queen's Gate Terrace, S.W., and 28 Milton Street, E.C.
- 1902 BULL, JAMES, Albion Road, Clapham, S.W.
- 1869 BULWER, SIR HENRY E. G., G.C.M.G., 17A South Audley Street, W.; and *Athenæum Club, Pall Mall, S.W.*
- 1899 BURGOYNE, PETER B., 5 Dowgate Hill, E.C.
- 1890 BURKE, H. FARNHAM, C.V.O., College of Arms, Queen Victoria Street, E.C.
- 1900 BURN JOHN, 17 Upper Phillimore Place, Kensington, W.
- 1890 BURNIE, ALFRED, 12 Holly Village, Highgate, N.
- 1902 BURNIE, EDWARD A., Teignmouth, Bromley, Kent; and 165 Fenchurch Street, E.C.
- 1897 BURSTALL, JOHN F., 57 Gracechurch Street, E.C.
- 1889 BURT, FREDERICK N., Langhorne, Shepton Mallet.
- 1903 BURT, T. ROSS; B.E., A.M.I.M.E., Moorgate Station Chambers, E.C.
- 1902 BUTCHER, JOHN G., K.C., M.P. 32 Elvaston Place, S.W.
- 1887 BUTT, JOHN H., 1 Bank Buildings, Lothbury, E.C.
- 1890 BUTTERWORTH, ARTHUR R., 7 Fig Tree Court, Temple, E.C.; and 47 Campden House Road, W.
- 1894 †BUXTON NOEL E. Brick Lane, E.
- 1878 BUXTON, SIR T. FOWELL, Bart., G.C.M.G., 2 Prince's Gate, S.W.; and *Warlies, Waltham Abbey, Essex.*
- 1897 †BUXTON, T. F. VICTOR, M.A., J.P., Woodredon, Waltham Abbey, Essex.
- 1898 BYRNE, J. O., 12 New Court, Lincoln's Inn, W.C.
- 1903 BYRON, JOHN, Wyfield, 4 The Knoll, Beckenham; and 4 East India Avenue, E.C.
- 1902 CADBURY, RICHARD, Rose Hill, Worcester.
- 1903 CAILLARD, SIR VINCENT H. P. J.P., 42 Half Moon Street, W.
- 1886 †CALDECOTT, REV. PROFESSOR ALFRED, D.D., Frating Rectory, Colchester.
- 1889 CALVERT, JAMES, 4 Bishopsgate Street, E.C.
- 1898 \*CAMBRIDGE, FIELD-MARSHAL H.R.H. THE DUKE OF, K.G., G.C.M.G., Gloucester House, Park Lane, W.
- 1896 CAMERON, SIR EWEN, K.C.M.G., Hong Kong and Shanghai Bank, 3 Lombard Street, E.C.
- 1895 †CAMERON MAJOR MAURICE A., R.E., C.M.G., 27 Brunswick Gardens, W.
- 1881 †CAMPBELL, ALLAN, 21 Upper Brook Street, W.
- 1880 CAMPBELL, FINLAY, Brantridge Park, Balcombe, Sussex.
- 1883 CAMPBELL, SIR GEORGE W. R., K.C.M.G., 50 Cornwall Gardens, S.W.
- 1902 CAMPBELL, GEORGE, 151 Winchester House, E.C.
- 1894 CAMPBELL, GORDON H., c/o Messrs Weddel & Co., 16 St. Helen's Place, E.C.

Year of  
Election.

- 1902 CAMPBELL, HENRY E., *Messrs. Burns, Philp & Co., 61 Gracechurch Street, E.C.*
- 1896 CAMPBELL, J. STUART, *1 Gresham Buildings, Basinghall Street, E.C.*
- 1884 †CAMPBELL, W. MIDDLETON, *23 Rood Lane, E.C.*
- 1893 CAMPBELL-JOHNSTON, CONWAY S., *3 Morpeth Terrace, Victoria Street, S.W.*
- 1896 CANTLIE, JAMES, M.B., F.R.C.S., *46 Devonshire Street, Portland Place, W.*
- 1892 CANTLON, COLONEL LOUIS M., *Hyver Hall, Barnet Gate, Barnet.*
- 1897 CAFFEL, SIR ALBERT J. LEFFOC, K.C.I.E., *27 Kensington Court Gardens, W.*
- 1897 CARLILL, ARTHUR J. H., *Dock House, Billiter Street, E.C.*
- 1891 CARRINGTON, RIGHT HON. EARL, G.C.M.G., *50 Grosvenor Street, W.*
- 1883 †CARRINGTON, SIR JOHN W., C.M.G., *Kentons, Tilehurst Road, Reading.*
- 1888 CARRUTHERS, JOHN, M. Inst. C.E., *19 Kensington Park Gardens, W.*
- 1894 CARTER, FREDERIC, *Marden Ash, Ongar, Essex.*
- 1880 †CARTER, WILLIAM H., B.A., *7 Ironmonger Lane, E.C.*
- 1902 CARTWRIGHT, S. HAMILTON, *36 Elvaston Place, South Kensington, S.W.*
- 1894 CASELLA, LOUIS MARINO, *47 Fitzjohn's Avenue, N.W.; and Vachery, Cranleigh, Surrey.*
- 1885 CAUTLEY, COLONEL HENRY, R.E., *United Service Club, Pall Mall, S.W.*
- 1898 CAVENDISH, HENRY S. H., *55 Abbey Road, St. John's Wood, N.W.*
- 1884 CAYFORD, EBENEZER, *Elstree Grange, Meads, Eastbourne; and 146 Leadenhall Street, E.C.*
- 1879 CHADWICK, OSBERT, C.E., C.M.G., *11 Airlie Gardens, Campden Hill, W.*
- 1885 CHALLINOR, E. J., *7f Cornwall Residences, Clarence Gate, N.W.*
- 1889 CHAMBERS, ARTHUR, *Briar Lea, Mortimer, Berks.*
- 1889 †CHAMBERS, FREDERICK D., *1 Port Vale Terrace, Hertford.*
- 1898 CHAMNEY, ROBERT WM., *Nascot Grange, Watford, Herts.*
- 1892 †CHAPLIN, HOLROYD, B.A., *29 Palace Gardens Terrace, W.*
- 1900 CHAPMAN, MAJOR WILLIAM E., *49 Lancaster Gate, W.*
- 1884 CHAPPELL, JOHN, J.P., *c/o Messrs. F. B. Smart & Co., 22 Queen Street, E.C.*
- 1883 †CHARRINGTON, ARTHUR F., *East Hill, Oxted, Surrey; and Oxford and Cambridge Club, Pall Mall, S.W.*
- 1885 †CHARRINGTON, HUGH SPENCER, *Dove Cliff, Burton-on-Trent.*
- 1894 †CHEADLE, FRANK M., *The Poplars, Mill Lane, Chadwell Heath, Essex.*
- 1886 CHEADLE, WALTER BUTLER, M.D., *19 Portman Street, Portman Square, W.*
- 1901 CHESHIRE, JOHN K. C., *Wribbenhall Vicarage, Bewdley.*
- 1893 CHISHOLM, JAMES.
- 1873 CHOWN, T. C., *Glenmore, Silverhill, St. Leonards-on-Sea; and Thatched House Club, St. James's Street, S.W.*
- 1868 CHRISTIAN, H.R.H. PRINCE, K.G., G.C.V.O., *Cumberland Lodge, Windsor Great Park.*
- 1892 CHRISTIE, D. A. TRAILL, *Oriental Club, Hanover Square, W.*
- 1894 CHURCH, WALTER, *19 Nevern Mansions, Earl's Court, S.W.*
- 1895 †CHURCHILL, COLONEL MACKENZIE, *Suffolk House, Cheltenham; and Army and Navy Club, Pall Mall, S.W.*
- 1881 CHURCHILL, CHARLES, *Weybridge Park, Surrey.*
- 1895 CIANTAR, UMBERTO, *c/o Bank of Scotland, 19 Bishopsgate Street Within, E.C.*
- 1883 CLARENCE, LOVELL BURCHETT, *Coaxden, Arminster.*

Year of  
Election.

- 1888 CLARK, ALFRED A., *Rosemount, Byfleet, Surrey; and St. Stephen's Club, Westminster, S.W.*
- 1872 CLARK, CHARLES, *45 Lee Road, Blackheath, S.E.*
- 1903 CLARK, CUMBERLAND, *29 Chepstow Villas, Bayswater, W.*
- 1897 †CLARK, EDWARD G. U., *Lapsewood, Sydenham Hill, S.E.*
- 1900 CLARK, LIEUT.-COLONEL SIR JAMES R. A., BART., C.B., F.R.C.S.E., *Tidmarsh Manor, Pangbourne.*
- 1891 CLARK, JONATHAN, *1A Devonshire Terrace, Portland Place, W.*
- 1884 †CLARKE, HENRY, J.P., *Cannon Hall, Hampstead, N.W.*
- 1886 CLARKE, PERCY, LL.B., *College Hill Chambers, E.C.*
- 1889 †CLARKE, STRACHAN C., *Messrs. J. Morrison & Co., 5 Fenchurch Street, E.C.*
- 1882 †CLARKSON, J. STEWART, o/o Messrs. Finney, Isles & Co., *Brisbane, Queensland.*
- 1899 CLAUSON, CAPTAIN JOHN E., R.E., *44 Stanhope Gardens, S.W.*
- 1886 †CLAYTON, REGINALD B. B., *88 Bishopsgate Street, E.C.*
- 1896 CLEAVER, WILLIAM, *The Rock, Reigate.*
- 1893 CLEGHORN, ROBERT C., *14 St. Mary Axe, E.C.*
- 1877 CLENCH, FREDERICK, M.I.M.E., *102 Saltergate, Chesterfield.*
- 1902 CLOUGHER, THOMAS R., *"Toronto Globe," 225 Strand, W.C.*
- 1885 CLOWES, W. C. KNIGHT, *Duke Street, Stamford Street, S.E.*
- 1896 †COATES, MAJOR EDWARD F., *99 Gresham Street, E.C.*
- 1881 COBB, ALFRED B., *52 Penn Road Villas, Holloway, N.*
- 1877 COCHRAN, JAMES, *38 Hyde Park Gate, S.W.*
- 1895 COCHRANE, HON. THOMAS H., M.P., *12 Queen's Gate, S.W.; and Crawford Priory, Springfield, Fife, N.B.*
- 1898 COCKBURN, HON. SIR JOHN A., M.D., K.C.M.G., *10 Gatestone Road, Upper Norwood, S.E.*
- 1901 †COHEN, CHARLES WALEY, *11 Hyde Park Terrace, W.*
- 1886 †COHEN, NATHANIEL L., *11 Hyde Park Terrace, W.; and Round Oak, Englefield Green, Surrey.*
- 1891 COLEBROOK, ALBERT E., *The Cottage, Highwood Hill, Mill Hill, N.W.*
- 1885 COLES, WILLIAM R. E., *1 Adelaide Buildings, London Bridge, E.C.*
- 1900 COLLARD, JOHN C., *16 Grosvenor Street, W.*
- 1902 COLLES, RAMSAY, LL.D., J.P., *"City Leader" Office, 14 Devonshire Street, E.C.*
- 1888 †COLLEY, THE VEN. ARCHDEACON THOMAS, *Stockton Rectory, Rugby.*
- 1902 COLLIER, REV. HENRY N., M.A., *The Vicarage, East Finchley, N.*
- 1882 †COLLUM, REV. HUGH ROBERT, M.R.I.A., F.S.S., *Leigh Vicarage, Tonbridge, Kent.*
- 1882 COLMER, JOSEPH G., C.M.G., *29 Eldon Road, W.*
- 1872 COLOMB, SIR JOHN C. R., K.C.M.G., M.P., *Dromquinna, Kenmare, Co. Kerry, Ireland; 75 Belgrave Road, S.W.; and Carlton Club, Pall Mall, S.W.*
- 1902 COMPTON, GEORGE W., *4 Cleveland Road, Ealing, W.*
- 1889 CONNOR, EDWIN C., *152 Hyndland Road, Glasgow; and Belize Estate and Produce Co., 27 Austin Friars, E.C.*
- 1898 CONRAD, JULIUS, *Junior Athenæum Club, Piccadilly, W.*
- 1899 CONYBEARE, REV. WM. JAMES, M.A., *Cambridge House, 131 Camberwell Road, S.E.*

Year of  
Election.

- 1880 COODE, J. CHARLES, C.E., 19 *Freeland Road, Ealing, W.*
- 1874 †COODE, M. P., *care of Messrs. A. Scott & Co., Rangoon, Burma.*
- 1901 COOKE, CLEMENT KINLOCH, B.A., LL.M., 3 *Mount Street, W.*
- 1886 †COOKE, HENRY M., 12 *Friday Street, E.C.*
- 1882 COOPER, REV. CHARLES J., 20 *Hertford Street, Cambridge.*
- 1882 COOPER, JOHN ASTLEY, *St. Stephen's Club, Westminster, S.W.*
- 1899 COOPER, RICHARD A., *Ashlyns Hall, Berkhamsted.*
- 1884 COOPER, ROBERT ELLIOTT, C.E., 81 *Lancaster Gate, W.; and 8 The Sanctuary, Westminster, S.W.*
- 1891 COOPER, WILLIAM C., *Whittlebury Lodge, Towcester.*
- 1900 COPPEN, JOHN M., 10 *Throgmorton Avenue, E.C.*
- 1890 CORBET, F.H.M., B.L. (*Hon. Executive Officer for Ceylon, Imperial Institute*), 3 *New Square, Lincoln's Inn, W.C.*
- 1895 CORDING, GEORGE, 304 *Camden Road, N.W.*
- 1900 CORRY, SIR WILLIAM, BART., 9 *Fenchurch Avenue, E.C.*
- 1887 COTTON, SYDNEY H., 58 *Curson Street, W.; and Devonshire Club, St. James's Street, S.W.*
- 1892 COURTHOPE, WILLIAM F., *National Club, 1 Whitehall Gardens, S.W.*
- 1902 COWEY, W. R., 44 *Compayne Gardens, Hampstead, N.W.*
- 1902 COWIE, ARCHIBALD, *Barra, Cardross, N.B.*
- 1885 COWIE, GEORGE, 11 *Courtfield Road, S.W.; and 113 Cannon Street, E.C.*
- 1885 COX, ALFRED W., 30 *St. James's Place, S.W.*
- 1889 COX, FRANK L., 118 *Temple Chambers, E.C.*
- 1888 †COXHEAD, COLONEL J. A., R.A., C.B., *Rawal Pindi, India.*
- 1889 COXWELL, CHARLES F., M.D., *The Cedars, Lee Road, Blackheath, S.E.*
- 1872 CRANBROOK, RIGHT HON. THE EARL OF, G.C.S.I., *Hemsted Park, Cranbrook.*
- 1887 †CRAWLEY-BOEVEY, ANTHONY P., *Birchgrove, Crosswood, Aberystwyth; and Oriental Club, Hanover Square, W.*
- 1896 CREAGH, CHARLES VANDELEUR, C.M.G., *Gainsborough, St. Simon's Road, Southsea.*
- 1896 CRESSEY, GEORGE H., M.R.C.S., *Timaru, Cockington, Torquay.*
- 1895 CREW, JOSIAH, *Tavistock Hotel, Covent Garden, W.C.*
- 1885 CRICHTON, ROBERT, *The Mardens, Caterham Valley.*
- 1886 CRITCHELL, J. TROUBRIDGE, 9 *Cardigan Road, Richmond Hill, S.W.*
- 1897 CROSS, ANDREW L., 19 *Murrayfield Avenue, Murrayfield, Edinburgh.*
- 1889 CROW, JAMES N. HARVEY, M.B., C.M., *Ardrihaig, Argyleshire.*
- 1890 CUFF, WILLIAM SYMES, 34 *Lambolle Road, Hampstead, N.W.*
- 1901 CULVER, ROBERT, 34 *Newark Street, Stepney, E.*
- 1890 CUNNINGHAM, GRANVILLE C., 37 *Craven Hill Gardens, W.*
- 1896 CUNLIFFE, WM. GILL, *c/o Natal Bank, 18 St. Swithin's Lane, E.C.*
- 1888 CUNNINGHAM, FRANCIS G., *Jenkyn Place, Bentley, Farnham, Surrey.*
- 1882 CURLING, REV. JOSEPH J., M.A. (late Lieut. R.E.), *Hamble House, Hamble, Southampton.*
- 1892 †CURLING, ROBERT SUMNER.
- 1874 CURRIE, SIR DONALD, G.C.M.G., 4 *Hyde Park Place, W.*
- 1898 CURRIE, JAMES M., *Braemar, Netherall Gardens, Hampstead, N.W.*
- 1882 †CURTIS, SPENCER H., 24 *Longridge Road, Earl's Court, S.W.*
- 1897 CEANIKOW, CESAR, 103 *Eaton Square, S.W.*

Year of  
election.

- 1901 DALE, CAPTAIN MITCALFE, *United Service Club, Pall Mall, S.W.*
- 1884 DALTON, REV. CANON JOHN NEALE, M.A., C.V.O., C.M.G., *The Cloisters, Windsor.*
- 1899 D'AMICO, CARMELO D., M.D., M.R.C.S., *34 Brunswick Square, W.C.*
- 1894 DANGAR, D. R., *Holkham, Inner Park Road, Wimbledon Common, S.W.*
- 1880 DANGAR, F. H., *Lyndhurst, Cleveland Road, Ealing, W.*
- 1883 DANIELL, COLONEL JAMES LEGGITT, *United Service Club, Pall Mall, S.W.*
- 1900 DARBYSHIRE, EDWARD, *Stoneleigh, Bedwardine Road, Upper Norwood, S.E.*
- 1881 DARBY, H. J. B., *Conservative Club, St. James's Street, S.W.*
- 1887 D'ARCY, WILLIAM KNOX, *42 Grosvenor Square, W.; and Stanmore Hall, Stanmore.*
- 1889 DARLEY, CECIL W., M. Inst. C.E., *34 Campden Hill Court, Kensington, W.*
- 1897 DARNLEY, RIGHT HON. THE EARL OF, *Cobham Hall, Gravesend.*
- 1902 DAUBNEY, HORACE, *Leeuw House, Wilford Lane, West Bridgford, Nottingham.*
- 1901 DAVIES, FRANK A. O., *Common Room, Middle Temple, E.C.*
- 1899 †D'AVIGDOR-GOLDSMID, OSMOND E., *Somerhill, Tonbridge, Kent.*
- 1884 DAVIS, CHARLES PERCY, *23 Lowndes Street, S.W.; and Conservative Club, St. James's Street, S.W.*
- 1901 DAVIS, REAR-ADMIRAL E. H. M., C.M.G., *Rathedmond, Amherst Road, Bexhill-on-Sea; and Naval and Military Club, Piccadilly, W.*
- 1897 †DAVSON, EDWARD R., *20 Ennismore Gardens, S.W.*
- 1878 †DAVSON, HENRY K., *20 Ennismore Gardens, S.W.*
- 1880 DAVSON, JAMES W., *42 Lansdowne Crescent, Notting Hill, W.*
- 1892 DAWES, SIR EDWYN S., K.C.M.G., *3 Tenterden Street, Hanover Square, W., and 23 Great Winchester Street, E.C.*
- 1900 DAWKINS, SIR CLINTON E., K.C.B., *38 Queen Anne's Gate, S.W.; and Brooks's Club, St. James's Street, S.W.*
- 1902 DEANE, HERMANN F. W., M.A., F.S.A., *St. George's School, Windsor Castle.*
- 1891 †DEBENHAM, ERNEST R., *17 Melbury Road, Kensington, W.*
- 1883 DEBENHAM, FRANK, F.S.S., *1 Fitzjohn's Avenue, N.W.*
- 1880 †DE COLYAR, HENRY A., *24 Palace Gardens Terrace, W.*
- 1897 DEED, WALTER, C.E., *Burleigh Lake Cottage, Malborough, Kingsbridge, Devon.*
- 1898 D'EGVILLE, HOWARD H., *2 Princes Mansions, Princes Street, Cavendish Square, W.*
- 1881 DELMERGE, EDWARD T., *17 St. Helen's Place, E.C.*
- 1885 †DENT, SIR ALFRED, K.C.M.G., *Belgrave Mansions, S.W.; and Ravensworth, Eastbourne.*
- 1894 DEPREE, CHARLES FYNNEY, *3 Morley Road, Southport.*
- 1884 DE SATGÉ, HENRY, *Hartfield, Malvern Wells; and Reform Club, S.W.*
- 1902 DE SATGÉ, H. VALENTINE B., *Wellington Club, Grosvenor Place, S.W.*
- 1883 DE SATGÉ, OSCAR, *Elysée, Shorncliffe Road, Folkestone; and Junior Carlton Club, Pall Mall, S.W.*
- 1896 DES VŒUX, SIR G. WILLIAM, G.C.M.G., *35 Cadogan Square, S.W.; and Travellers' Club, Pall Mall, S.W.*
- 1882 D'ESTERRE, J. C. E., *Elmfield, Hill, Southampton.*
- 1895 DEVITT, THOMAS LANE, *12 Fenchurch Buildings, E.C.*
- 1879 DEVONSHIRE, HIS GRACE THE DUKE OF, K.G., *Devonshire House, Piccadilly, W.*
- 1902 DEWSBURY, FREDERICK, *Thornton Cottages, Longlands Road, Sidcup, Kent,*



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- 1882 †DICK, GAVIN GEMMELL, *Queensland Government Office, 1 Victoria Street, S.W.*
- 1895 DICK, GEORGE ABERCROMBY, *22 Highfield Hill, Upper Norwood, S.E. and Junior Constitutional Club, Piccadilly, W.*
- 1896 DICKINSON, JAMES W., *Queensland National Bank, 8 Princes Street, E.C.*
- 1883 DICKSON, RAYNES W., *23 Cambridge Road, Hove, Sussex.*
- 1900 DIETZSCH, FERDINAND, *652 Salisbury House, London Wall, E.C.*
- 1903 DILLON, CORMAC CRONLY, *80 Coleman Street, E.C.*
- 1889 DOBBIE, HARRY HANNEY, *6 Tokenhouse Yard, E.C.*
- 1891 DOBSON, HON. ALFRED (*Agent-General for Tasmania*), *5 Victoria Street, S.W.*
- 1902 DOBSON, WILLIAM H., *Zetlands, Woodridings, Pinner, Middlesex.*
- 1882 DONNE, WILLIAM, *8 Wood Street, E.C.*
- 1894 DOOLETTE, GEORGE P. *9 St. Mildred's Court, Poultry, E.C.*
- 1894 DOUGLAS, ALEXANDER, *232 Portsdown Road, Maida Vale, W.*
- 1894 DOUGLAS, JOHN A., *Waterside, Keir, Thornhill, N.B.*
- 1897 DOWLING, JOSEPH, *Ridgewood House, Uckfield, Sussex.*
- 1889 DRAKE, GEOFFREY *United University Club, Pall Mall East, S.W.*
- 1884 DRAPER, GEORGE, *Eastern Telegraph Company, Limited, Electra House, Moorgate, E.C.*
- 1890 DRAYSON, WALTER B. H., *Daneshill, Stevenage.*
- 1901 DRYSDALE, GEORGE R., *c/o Australian Mortgage Co., 13 Leadenhall Street, E.C.*
- 1868 †DUCIE, RIGHT HON. THE EARL OF, *Tortworth Court, Falfield, Glos.*
- 1902 DUCKLES, THOMAS E., *8 Howbeck Road, Orton, Birkenhead.*
- 1889 †DUDGEON, ARTHUR, *27 Rutland Square, Dublin.*
- 1889 †DUDGEON, WILLIAM, *Abbotsford, Belsize Road, Worthing.*
- 1894 †DUDLEY RIGHT HON. THE EARL OF, *The Castle, Dublin; and 7 Carlton Gardens, S.W.*
- 1879 DUNCAN, CAPTAIN ALEXANDER, *2 Downie Terrace, Crail, Fife, N.B.*
- 1889 DUNCAN, JOHN S., *Natal Bank, 18 St. Swithin's Lane, E.C.*
- 1895 †DUNCAN, ROBERT, *Whitefield, Govan, N.B.*
- 1892 DUNCAN, WM. H. GREVILLE, *Oriental Club, Hanover Square, W.*
- 1903 DUNDAS, THE VEN ARCHDEACON CHARLES L., M.A., *Charminster Vicarage, Dorchester.*
- 1894 †DUNELL, OWEN R., *Brookwood Park, Alresford, Hants; and Junior Carlton Club, Pall Mall, S.W.*
- 1885 †DUNN, H. W. *5 Springfield Place, Lansdown, Bath.*
- 1885 DUNN, SIR WILLIAM, BART, M.P. *Broad Street Avenue, E.C.*
- 1878 †DUNHAIVEN, RIGHT HON. THE EARL OF, K.P., C.M.G., *27 Norfolk Street, Park Lane, W.; Kenry House, Putney Vale, S.W.; and Carlton Club, S.W.*
- 1896 DURRANT, WM. HOWARD, *Ellery Court, Beulah Hill, S.E.; and 26 Milton Street, E.C.*
- 1892 DUTHOIT, ALBERT, *The Willows, Bisley, Woking.*
- 1880 †DUTTON, FRANK M., *74 Lancaster Gate, W.; and Conservative Club, St. James's Street, S.W.*
- 1880 DUTTON, FREDERICK, *112 Gresham House, Old Broad Street, E.C.*
- 1887 DYER, CHARLES, *81 The Drive, Hove, Sussex.*

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- 1887 DYER, FREDERICK, *The Pentlands, Park Hill Road, Croydon; and 17 Aldermanbury, E.C.*
- 1890 †DYER, JOSEPH, *c/o Messrs. A. H. Wheeler & Co., Temple Chambers, E.C.*
- 1902 DYMCK, WILLIAM, *12B Hyde Park Mansions, W.*
- 1895 EATON, HENRY F., *95 Parliament Hill Mansions, Lissenden Gardens, N.W.*
- 1895 ECKERSLEY, JAMES C., M.A., *Ashfield, Wigan; Carlton Manor, Yeadon, Leeds; and United University Club, Pall Mall East, S.W.*
- 1889 †ECKSTEIN, FREDERICK, *18 Park Lane, W.*
- 1894 EDE, N. J., *Oakhurst, Netley, Hants.*
- 1898 EDGE-PARTINGTON, J., *care of C. H. Read, Esq., British Museum, W.C.*
- 1887 †EDWARDES, T. DYER, *5 Hyde Park Gate, S.W.; and Prinknash Park, Painswick, Stroud.*
- 1890 EDWARDS, LIEUT.-GENERAL SIR J. BEVAN, K.C.M.G., C.B., *9 Wilbraham Place, S.W.*
- 1900 EDWARDS, NEVILLE P., *Elton, Littlehampton.*
- 1876 †EDWARDS, S.
- 1882 †ELDER, FREDERICK, *21 Cleveland Gardens, Hyde Park, W.*
- 1883 †ELDER, THOMAS EDWARD, *c/o Messrs. A. L. Elder & Co., 7 St. Helen's Place, F.C.*
- 1882 †ELDER, WM. GEORGE, *7 St. Helen's Place, E.C.*
- 1889 ELIAS, COLONEL ROBERT, *Oaklands, Sazmundham; and Army and Navy Club, Pall Mall, S.W.*
- 1889 ELWELL, WM. ERNEST, *The How, St. Ives, Hunts.*
- 1902 ELWELL, WILLIAM, R. G., *3 Downside Road, Clifton, Bristol.*
- 1896 EMETT, FREDERICK W., *6 Greenhill Road, Harlesden, N.W.*
- 1892 ENGLEDUE, COLONEL WILLIAM J., R.E., *6 Grosvenor Hill, Wimbledon, S.W.*
- 1874 ENGLEHART, SIR J. GARDNER D., K.C.B., *28 Curzon Street, W.*
- 1886 †ENGLISH, FREDERICK A., *Addington Park, East Croydon.*
- 1891 ENYS, JOHN DAVIES, *Enys, Penryn, Cornwall.*
- 1885 ERBSLOH, E. C., *21 Great Winchester Street, E.C.*
- 1881 EVISON, EDWARD, *Blizewood Park, Caterham, Warlingham Station, Surrey.*
- 1885 EWART, JOHN, *Messrs. James Morrison & Co., 5 Fenchurch Street, E.C.*
- 1896 EYLES, GEORGE LANCELOT, C.M.G., M.Inst.C.E., *12 Dean's Yard, Westminster, S.W.*
- 1898 FAIRBAIRN, ANDREW D., *64 Cannon Street, E.C.*
- 1888 FAIRCLOUGH, R. A., *9 Craven Hill, Hyde Park, W.*
- 1899 FAIRFAX, CHARLES B., *Oriental Club, Hanover Square, W.*
- †FAIRFAX, E. ROSS, *5 Princes Gate, S.W.*
- 1889 †FAIRFAX, J. MACKENZIE, *17 St. James's Place, S.W.*
- 1895 FARQUHAR, RT. HON. LORD, G.C.V.O., *7 Grosvenor Square, W.*
- 1900 †FARRAR, SIDNEY H., *54 Old Broad Street, E.C.*
- 1883 FAWNS, REV. J. A., *c/o Messrs. H. Meade-King & Son, Bristol.*
- 1895 FEARNSIDES, JOHN WM., *4 Brick Court, Temple, E.C.; and 5 Davies Street, Berkeley Square, W.*
- 1879 FELL, ARTHUR, *46 Queen Victoria Street, E.C.*
- 1893 FERGUSON, A. M., *Frognaal House, Frognaal, Hampstead, N.W.*

Year of  
Election.

- 1891 FERGUSON, JOHN A., *Green Bank, Tunbridge Wells.*
- 1875 FERGUSON, RIGHT HON. SIR JAMES, BART., M.P., G.C.S.I., K.C.M.G.,  
C.I.E., 80 Cornwall Gardens, S.W.; Carlton Club; and Kilkerran, N.B.
- 1883 FERGUSON, COLONEL JOHN A., St. Philip's Lodge, Cheltenham, and  
Junior Carlton Club, Pall Mall, S.W.
- 1889 FERNAU, HENRY S., 21 Wool Exchange, E.C.
- 1899 FESTING, LIEUT.-COLONEL ARTHUR H., C.M.G., D.S.O., Bois Hall, Addle-  
stone, Surrey; and Naval and Military Club, Piccadilly, W.
- 1898 FIFE, HIS GRACE THE DUKE OF, K.T., G.C.V.O., 15 Portman Square, W.
- 1889 FINLAYSON, DAVID, 13 Leadenhall Street, E.C.
- 1901 FINLAYSON, JOHN, c/o Anglo-Egyptian Bank, 27 Clements Lane, E.C.
- 1895 †FITZGERALD, WILLIAM W. A., Carrigoran, Newmarket-on-Fergus, Clare,  
Ireland.
- 1881 FLEMING, SIR FRANCIS, K.C.M.G., 9 Sydney Place, Onslow Square, S.W.,  
and Oriental Club, Hanover Square, W.
- 1883 FLETCHER, HENRY, 14 The Paragon, Blackheath, S.E.
- 1900 FLINT, JOSEPH, C.M.G., The Niger Company, Ltd., Surrey House, Victoria  
Embankment, W.C.; and Glen Lyn, Honor Oak Park, S.E.
- 1901 FLOWER, ALFRED, Glentworth, Warwick Park, Tunbridge Wells.
- 1884 FLUX, WILLIAM, Waterton, Cirencester.
- 1889 FORD, LEWIS PETER, 32 Victoria Street, S.W., and Burton Tower, Gres-  
ford, North Wales.
- 1896 FORD, SYDNEY, St. Johns, The Avenue, Kew Road, Richmond, S.W.
- 1901 FORGAN, THOMAS H., The Ley, Northwich.
- 1889 FORLONG, CAPTAIN CHARLES A., R.N., Gore Vale, Emsworth, Hants.
- 1898 FORRESTER, FRANK W., 66 Mark Lane, E.C., and Junior Carlton Club,  
Pall Mall, S.W.
- 1868 FORTESCUE, THE HON. DUDLEY F., 9 Hertford Street, Mayfair, W.
- 1898 FOSTER, ARTHUR L., Sandy, Limpsfield, Surrey.
- 1892 FOWLER, WILLIAM, 4 Nevill Park, Tunbridge Wells.
- 1890 FOWLER, WILLIAM, 15 Coleman Street, E.C.
- 1902 FOX, HENRY WILSON, 4 Halkin Street, S.W.
- 1888 FRANCIS, DANIEL, 191 Gresham House, E.C.
- 1890 †FRASER, WILLIAM M., 14 Chepstow Villas, W.
- 1900 †FERMANTLE, ADMIRAL THE HON. SIR EDMUND R., G.C.B., C.M.G.,  
44 Lower Sloane Street, S.W.
- 1898 FREER, THE VEN. ARCHDEACON HUGH CORRIE, The Church House, Beyrout,  
Syria.
- 1868 FRESHFIELD, WILLIAM D., 31 Old Jewry, E.C.
- 1896 FREWEN, MORETON, B.A., 25 Chesham Place, S.W.
- 1893 FRIEDLAENDER, WALDEMAR, 60 Fenchurch Street, E.C.; and Junior  
Constitutional Club, Piccadilly, W.
- 1901 FULLER, THOMAS E., C.M.G. (Agent-General for Cape of Good Hope),  
100 Victoria Street, S.W.
- 1883 FULLER, W. W., 24 Burlington Road, Bayswater, W.
- 1881 FULTON, JOHN, 26 Upper Phillimore Gardens, Kensington, W.
- 1898 GALBRAITH, JOHN H., 32 Victoria Street, S.W.
- 1888 GALSWORTHY, JOHN, South House, Campden Hill, W.

Year of  
Election.

- 1885 GAME, JAMES ATYWARD, *Yeeda Grange, Trent, New Barnet, Herts; and 3 Eastcheap, E.C.*
- 1869 GAMMIDGE, HENRY *Standard Bank of South Africa, 10 Clement's Lane, E.C.*
- 1902 GARDINER, EDWARD B., *8 Sussex Place, Regent's Park, N.W.*
- 1879 †GARDNER, STEWART, *Georgetown, British Guiana.*
- 1894 GARNETT, WILLIAM J *c/o Melbourne Age' Office, 160 Fleet Street, E.C.*
- 1887 GARRICK, ALFRED C., *Holcombe, Dorking.*
- 1884 GARRICK, SIR JAMES FRANCIS, K.C.M.G., *17 Brechin Place, S.W.*
- 1902 GASKELL, FRANCIS, *98 Portland Place, W.*
- 1889 GAWTHROP, ARNOLD E., *Reuter's Telegram Company, 24 Old Jewry, E.C.*
- 1891 GEORGE, DAVID, *Bank of New South Wales, 64 Old Broad Street, E.C.*
- 1902 GEORGE, MAJOR F. NELSON, *Garlogs, Stockbridge, Hants; and Junior Athenæum Club, Piccadilly, W.*
- 1901 GIBBERD, HARRY *Portland House, 73 Basinghall Street, E.C.*
- 1883 GIBBERD, JAMES, *Portland House, 73 Basinghall Street, E.C.*
- 1902 GIBBINGS, MAJOR HENRY CORNWALL C., *25 Charles Street, St. James's Square, S.W.*
- 1895 GIBBS, HENRY J., *Blythswood, Leigham Court Road, Streatham Hill, S.W.; and 34 Leadenhall Street, E.C.*
- 1891 GIBSON, FRANK WM., *8 Finsbury Square, E.C.*
- 1882 †GIFFEN, SIR ROBERT, K.C.B., F.R.S., *Chancetonbury, Haywards Heath.*
- 1898 GILBERT, ALFRED, *Mutual Life Association of Australasia, 5 Lothbury, E.C.*
- 1899 GILBERTSON, CHARLES, *16 Gloucester Walk, Kensington, W.*
- 1886 †GILCHRIST, WILLIAM, *c/o Standard Bank of South Africa, 10 Clement's Lane, E.C.*
- 1882 †GILCHRIST, WILLIAM OSWALD, *200 Queen's Gate, S.W.*
- 1902 GILFILLAN SAMUEL, *2 Billiter Avenue, E.C.*
- 1897 GILLANDERS, JAMES, *41 Tooley Street, S.E.*
- 1903 GILLESPIE, WILLIAM, *23 Crutched Friars, E.C.*
- 1891 GILLING, HENRY R., *Oaklands, Arkley, Barnet.*
- 1902 GINSBERG, ISRAEL, *84 Greencroft Gardens, Hampstead, N.W.*
- 1889 GIRDWOOD, JOHN J.P. *Grove House, 93 Addison Road, W.*
- 1883 GLANFIELD, GEORGE, *Hale End, Woodford, Essex.*
- 1892 GLASGOW, RT. HON. THE EARL OF, G.C.M.G., *Kelburne, Fairlie, N.B.*
- 1883 GLENESK, RIGHT HON LORD, *139, Piccadilly, W.*
- 1902 GOAD, SAMUEL, *35 Vicarage Road, Hastings.*
- 1888 GODBY, MICHAEL J., *c/o Union Bank of Australia, 71 Cornhill, E.C.*
- 1888 †GODFREY, RAYMOND, F.R.G.S., F.R.A.S. *(late of Ceylon), 79 Cornhill, E.C.*
- 1900 GODSAL, EDWARD HUGH, *Alport House, Whitechurch, Salop.*
- 1894 GODSAL, CAPTAIN WILLIAM, R.E., *Iscoyd Park, Whitechurch, Salop.*
- 1894 GODSON, EDMUND P., *Castlewood, Shooters Hill, Kent.*
- 1869 GODSON, GEORGE R., *Kensington Palace Mansions, Kensington, W.*
- 1899 GOLDIE, RIGHT HON. SIR GEORGE T., K.C.M.G., *Naval and Military Club, Piccadilly, W.*
- 1891 GOLDMANN, C. SYDNEY, *34 Queen Anne's Gate, S.W.*
- 1880 GOLDNEY, SIR JOHN T., J.P., *Monks Park, Corsham, Wilts.*
- 1882 GOLDSWORTHY, MAJOR-GENERAL WALTER T., *Yaldham Manor, Wrotham, Kent.*
- 1874 GOODLIFFE, JOHN, *Junior Athenæum Club, Piccadilly, W.*
- 1893 GOODSIR, GEORGE, *Messrs. W. Weddel & Co., 16 St. Helen's Place, E.C.*

Year of  
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- 1890 †GORDON, CHARLES G., A.M. Inst.C.E.,  
1885 †GORDON, GEORGE W., *The Brewery, Caledonian Road, N.*  
1893 †GORDON, JOHN WILTON, *9 New Broad Street, E.C.*  
1869 GOSCHEN, RIGHT HON. VISCOUNT, *Seacroft Heath, Hawkhurst, Kent.*  
1892 GOW, WILLIAM, *13 Rood Lane, E.C.*  
1886 †GOWANS, LOUIS F., *32 Batoum Gardens, West Kensington, W.*  
1886 GRAHAM, FREDERICK, C.B., *Colonial Office, Downing Street, S.W.*  
1868 GRAIN, WILLIAM, *Lancaster House, Beckenham, Kent.*  
1885 †GRANT, CARDROSS, *Bruntsfield, Beckenham, Kent.*  
1884 GRANT, HENRY, *Sydney Hyrst, Chichester Road, Croydon.*  
1882 GRANT, J. MACDONALD, *Queensland Government Office, 1 Victoria Street, S.W.*  
1880 GRAY, AMBROSE G. WENTWORTH, *31 Great St. Helen's, E.C.*  
1891 GRAY, BENJAMIN G., *4 Inverness Gardens, Kensington, W.*  
1883 GRAY, HENRY F., *Sharrow, Holland Road, Sutton, Surrey.*  
1881 GRAY, ROBERT J., *27 Milton Street, E.C.*  
1898 †GRAY, ROBERT KAYE, M. Inst. C.E., *Lessness Park, Abbey Wood, Kent.*  
1888 GREEN, MAJOR-GEN. SIR HENRY, K.C.S.I., C.B., *93 Belgrave Road, S.W.*  
1881 †GREEN, MORTON, J.P., *322 Loop Street, Maritzburg, Natal.*  
1888 GREEN, W. S. SEBRIGHT, *15 Grove End Road, N.W.*  
1902 GREENER, CHARLES E., *St. Mary's Square, Birmingham.*  
1901 GREIG, HENRY R. W., *Spynie, Elgin, N.B.*  
1898 GREINER, GOTTHELF, *10 Milton Street, E.C.*  
1900 GREENFELL, LIEUT.-GENERAL RT. HON. LORD, G.C.B., G.C.M.G., *4 Savile Row, W.*  
1892 GRESWELL, ARTHUR E., M.A., *Burnham, Somerset.*  
1882 GRESWELL, REV. WILLIAM H. P., M.A., *Dodington Rectory, near Bridgewater, Somerset.*  
1882 GRETTON, MAJOR GEORGE LE M., *49 Drayton Gardens, South Kensington S.W.*  
1889 †GREY, RT. HON. EARL, *Howick Hall, Alnwick, Northumberland.*  
1884 GRIBBLE, GEORGE J., *22 St. Paul's Churchyard, E.C.*  
1897 GRIEVE, NORMAN W., *44 Pembroke Road, W.*  
1876 GRIFFITH, W. DOWNES, *4 Bramham Gardens, Wetherby Road, S.W.*  
1887 †GRIFFITHS, WILLIAM, *Oldwell, Penylan, Cardiff.*  
1885 GRIMLINTON, SIR JOHN J., *Rose Hill, Middle Wallop, Stockbridge, Hants.*  
1879 GUILLEWARD, ARTHUR G., *Eltham, Kent.*  
1892 GUIL, SIR WILLIAM CAMERON, BART., *10 Hyde Park Gardens, W.*  
1886 G WILLIAM, REV. S. THORN, *Hampton Poyle Rectory, Oxford.*  
1885 GWYN, WALTER J., *22 Billiter Street, E.C.*  
1885 GWYNNE, JOHN, *Kenton Grange, The Hyde, N.W.; and 81 Cannon Street, E.C.*  
1887 GWYTHRE, J. HOWARD, *13 Lancaster Gate, W.*  
  
1891 †HAGGARD, EDWARD, *7 New Square, Lincoln's Inn, W.C.*  
1898 HAINES, FIELD-MARSHAL SIR F. PAUL, G.C.B., G.C.S.I., C.I.E., *United Service Club, Pall Mall, S.W.*

Year of  
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- 1897 HALCROW, JAMES, 5 Moorgate Street Buildings, E.C.  
 1876 HALIBURTON, RT. HON. LORD, G.C.B., 57 Lowndes Square, S.W.  
 1899 HALLIDAY, JOHN, 5 Holland Park, W.; and Chicklade House, nr. Salisbury.  
 1882 HALSWELL, HUGH B., J.P., 26 Kensington Gate, Hyde Park, W.  
 1902 HAMILTON, FREDERICK H., Woodhurst, Kenley, Surrey, and 10 Austin Friars, E.C.  
 1885 †HAMILTON, JAMES G., c/o Post Office, Cape Town, Cape Colony.  
 1888 HAMILTON, JOHN JAMES, 1 Barkston Gardens, Earl's Court, S.W.; and 17 St. Helen's Place, E.C.  
 1895 HAMPDEN, RT. HON. VISCOUNT, G.C.M.G., 5 Grosvenor Gardens, S.W.; and The Hoo, Welwyn, Herts.  
 1897 HANBURY-WILLIAMS, LIEUT.-COLONEL JOHN, C.V.O., C.M.G., War Office, S.W.  
 1889 HANHAM, SIR JOHN A., BART., St. Stephen's Club, Westminster, S.W.  
 1884 HANKEY, ERNEST ALERS, Gastard House, Corsham, Wilts.  
 1891 HANLEY, THOMAS J., 66 Gloucester Terrace, Hyde Park, W.  
 1888 HARDIE, GEORGE, 17 Ravenscroft Park, High Barnet.  
 1888 HARDING, EDWARD E., 66 Cannon Street, E.C.  
 1892 HARE, REGINALD C., Western Australian Government Office, 15 Victoria Street, S.W.  
 1897 HAREWOOD, RT. HON. THE EARL OF, Harewood House, Leeds.  
 1898 HARFORD, CHARLES F., M.A., M.D., Livingstone College, Knott's Green, Leyton, N.E.  
 1902 HARLAND, ROBERT H., F.C.S., F.I.C., 37 Lombard Street, E.C.  
 1894 HARMSWORTH, ALFRED C., 36 Berkeley Square, W.; and Elmwood, St. Peters, Kent.  
 1898 HARPER, REGINALD TRISTRAM, Badminton Club, Piccadilly, W.  
 1902 HARRIES, R. LIFFORD, 34 Waylen Street, Reading.  
 1900 HARRIS, REV. EDWARD, D.D., Bullinghope Vicarage, Hereford.  
 1895 HARRIS, WALTER H., C.M.G., 12 Kensington Gore, S.W.; and Junior Carlton Club, Pall Mall, S.W.  
 1877 †HARRIS, WOLF, 197 Queen's Gate, S.W.  
 1889 HARRISON, ARTHUR, L.R.C.P. (Surgeon Superintendent, Indian Emigration Service), Grove Avenue, Yeovil.  
 1886 †HARRISON, GENERAL SIR RICHARD, R.E., G.C.B., C.M.G., 22 Prince's Gardens, S.W.; and Hawley Hill, Blackwater, Hants.  
 1884 HARBOLD, LEONARD FREDERICK, 147 Fenchurch Street, E.C.  
 1893 HARBOWER, G. CARNABY, College Hill Chambers, E.C.  
 1889 HARRY, CAPTAIN THOMAS ROW, 10 Barworn Terrace, St. Ives, Cornwall.  
 1896 HART, E. AUBREY, Athole House, Maple Road, Surbiton.  
 1901 HARVEY, THOMAS EDWIN, Kenmore, Shepherd's Hill, Highgate, N.  
 1884 HARVEY, T. MORGAN, J.P., Salesmere, Camden Park, Tunbridge Wells.  
 1884 HARWOOD, JOSEPH, 90 Cannon Street, E.C.  
 1902 HASLAM, LEWIS, 44 Evelyn Gardens, South Kensington, S.W.  
 1886 †HASLAM, RALPH E., Park Lodge, Church Street, Chelsea, S.W.  
 1881 HATHERTON, RIGHT HON. LORD, C.M.G., 55 Warwick Square, S.W.; and Teddesley, Penkridge, Staffordshire.  
 1902 HAWKER, REV. BERTRAM R., M.A., The Vicarage, Isel, Cumberland.  
 1893 †HAWTHORN, REGINALD W. E., care of F. W. Diamond, Esq., P.O. Box 360, Johannesburg, Transvaal.

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- 1900 †HAWTHORN, WALTER.
- 1902 †HAY, MAJOR ARTHUR E., *Late R.A.; 22 Ryder Street, S.W., and United Service Club, Pall Mall., S.W.*
- 1896 †HAY, COLONEL CHARLES, *Robin's Croft, Chilham, Canterbury.*
- 1886 HAY, SIR JAMES SHAW, K.C.M.G., *42 Lexham Gardens, W.*
- 1899 HAYES-SADLER, COLONEL SIR JAMES, K.C.M.G. *73 Queen's Gate, S.W.*
- 1892 HAYMAN, HENRY, *18 Pembridge Square, W.; and 3 Coleman Street, E.C.*
- 1890 HAYNES, T. H., *1 Endsleigh Terrace, Tavistock; and Montebello Islands, North-West Australia.*
- 1882 HAYWARD, J. F., *Aroona, Freshford, Bath.*
- 1880 HEALEY, EDWARD C., *86 St. James's Street, S.W.*
- 1899 HEALEY, GERALD E. CHADWYCK, B.A., *20 Rutland Gate, S.W.*
- 1890 HEATH, COMMANDER GEORGE P., R.N., *12 Sussex Mansions, South Kensington, S.W.*
- 1888 HECTOR, ALEXANDER, *National Liberal Club, Whitehall Place, S.W.*
- 1901 HEDGES, GEORGE A. M., *5 Essex Villas, Kensington, W.*
- 1886 HEDGMAN, W. JAMES, *The Firs, Upper Richmond Road, Putney, S.W.*
- 1887 HEGAN, CHARLES J., *Oxford and Cambridge Club, Pall Mall, S.W.*
- 1901 HEIM, JOSEPH, *18 Anerley Park, S.E.*
- 1893 HEINCKEY, ROBERT B., *36 Egerton Gardens, S.W.*
- 1877 HEMMANT, WILLIAM, *Bulimba, Sevenoaks.*
- 1897 †HENDERSON, GEORGE T., *7 Billiter Square, E.C.*
- 1903 HENDERSON, JAMES A. LEO, Ph.D., F.G.S., *1 Kingswood Road, Upper Norwood, S.E.*
- 1898 HENDERSON, JOHN, *26 Queen's Gardens, Bayswater, W.*
- 1897 †HENNING, RUDOLF H., *2 Mount Street, W.*
- 1885 HENRIQUES, FREDK. G., *19 Hyde Park Square, W.*
- 1897 HENTY, RICHMOND, *76 Watcombe Road, South Norwood, S.E.*
- 1889 HENWOOD, PAUL, *Moorgate Court, Moorgate Street, E.C.*
- 1886 HEPBURN, ANDREW, *10 Broad Street Avenue, E.C.*
- 1893 HERBERT, SIR ROBERT G. W., G.C.B., *3 Whitehall Court, S.W., and Ickleton, Great Chesterford, Essex.*
- 1884 HERRIOT, MAJOR-GENERAL JAMES A. MACKAY, R.M.L.I., *c/o Messrs. Stilwell & Sons, 42 Pall Mall, S.W.*
- 1883 HERVEY, DUDLEY F. A., C.M.G., *Westfields, Aldeburgh, Suffolk.*
- 1895 HERVMY, MATTHEW W., C.E., *East Bilney Hall, East Dereham, Norfolk.*
- 1895 HERVEY, VALENTINE S., *33 Hyde Park Gate, S.W.*
- 1884 HESSE, F. E., *Eastern Extension, &c., Telegraph Co., Limited, Electra House, Moorgate, E.C.*
- 1897 HICKINBOTHAM, WILLIAM, *5 Highcroft Road, Hornsey Rise, N.*
- 1902 HIDDINGH, P. C. V.D. P., *c/o Standard Bank of South Africa, 10 Clement's Lane, E.C.*
- 1880 †HILL, JAMES A., M.L.A. *Kimberley, Cape Colony.*
- 1885 †HILL, SIDNEY, *Langford House, Langford, near Bristol.*
- 1887 †HILL, STANLEY G. GRANTHAM, *2 Queen's Road, St. Heliers, Jersey.*
- 1897 HILLIER, ALFRED P., B.A., M.D., *30 Wimpole Street, W.*
- 1895 HILLMAN, VALENTINE A., C.E., *Moorambine, 38 Woodstock Road, Redland Green, Bristol.*
- 1897 HILLSON, JOHN C., *The Bungalow, Symond's Yat, Ross, Herefordshire.*
- 1886 †HILTON, C. SHIRREFF B., *41 Roland Gardens, S.W.*

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- 1901 HILTON, ERNEST F., 23 *The Boltons*, S.W.  
 1889 HIND, T. ALMOND, *Goldsmith Building*, Temple, E.C.  
 1902 HIND-SMITH, WM. WILSON, F.R.G.S., *Oakhurst*, Shortlands, Kent.  
 1883 †HINDSON, ELDRED GRAVE.  
 1883 HINGLEY, GEORGE B., *High Park*, Droitwich.  
 1898 HOARE, EDWARD BRODIE, *Carlton Club*, Pall Mall, S.W.; and *Tenchleys*, *Limpsfield*, Surrey.  
 1903 HOATHER, CHARLES A., 10 *Earl's Court Gardens*, S.W.  
 1886 HODGKIN, THOMAS, D.C.L., *Barmoor Castle*, Beal, Northumberland.  
 1898 †HODGSON, GERALD TYLSTON, B.A., *Ockbrook House*, Derby.  
 1879 †HODGSON, H. TYLSTON, M.A., *Harpenden*, Hertfordshire.  
 1886 HOFFMEISTER C. R., 1 *Stanford Road*, Kensington, W.  
 1895 HOGAN, JAMES F., 52 *Great Russell Street*, W.C.  
 1887 †HOGARTH, FRANCIS, *Sackville House*, Sevenoaks.  
 1891 HOGG, HENRY ROUGHTON, 6 *Clanricarde Gardens*, Bayswater, W.; and *Cheniston*, Upper Macedon, Victoria.  
 1897 HOLDEN, PETER W., *Queen Anne's Mansions*, S.W.  
 1882 HOLDSWORTH, JOHN, *Barclay House*, Eccles, Manchester.  
 1901 HOLLAND, ALFRED R., *Leesons*, St. Paul's Cray, Chislehurst, Kent.  
 1902 HOLLEY, GEORGE H., 29 *Abbey Road*, St. John's Wood, N.W.  
 1880 HOLMESTED, ERNEST A., *Falkland House*, Linden Road, Bedford.  
 1888 HOOPER, GEORGE N., F.R.G.S., F.S.S., *Elmleigh*, Hayne Road, Beckenham.  
 1884 HOPKINS, EDWARD, 79 *Mark Lane*, E.C.  
 1884 HOPKINS, JOHN, *Little Boundes*, Southborough, Tunbridge Wells; and 79 *Mark Lane*, E.C.  
 1890 HOPKINS, T. HOLLIS, *Leconfield*, Mount Park Road, Ealing, W.; and 9 *Fore Street Avenue*, E.C.  
 1879 HORA, JAMES, 123 *Victoria Street*, S.W.; and 147 *Cannon Street*, E.C.  
 1903 HORDERN, LIEUT. LIONEL H., R.N., *Limpsfield*, Surrey.  
 1895 HORN, WM. AUSTIN, *Junior Carlton Club*, Pall Mall, S.W.  
 1903 HOTSON, JOHN, *Imperial Food Supplies, Ltd.*, 16 *West Smithfield*, E.C.  
 1876 †HOUSTOUN, GEORGE L., *Johnstone Castle*, Johnstone, Renfrewshire, N.B.  
 1902 HOUSTOUN, MAJOR JAMES F., 4 *Montpelier Square*, S.W.; *Army and Navy Club*, S.W.; and *Clerkington*, Haddington, N.B.  
 1899 HUBBUCK, AUGUSTUS, *Elmstead Lodge*, Chislehurst; and 24 *Lime St.*, E.C.  
 1886 HUGHES, GEORGE, F.C.S., 155 *Fenchurch Street*, E.C.; and *Bridgetown*, Barbados.  
 1881 †HUGHES, JOHN, F.C.S., 79 *Mark Lane*, E.C.  
 1880 †HUGHES, COMMANDER R. JUKES, R.N., *Cromartie*, Newton Abbot.  
 1884 †HULL, W. WINSTANLEY, *St. Ann's Heath*, Virginia Water, Surrey.  
 1902 HUNT, FRANK, *Earls Colne*, Essex.  
 1896 HUTTON, MAJOR-GENERAL SIR EDWARD T. H., K.C.M.G., O.B., *Melbourne*, Victoria; and *United Service Club*, Pall Mall, S.W.  
 1897 HYAMS, FRANK, 128 *New Bond Street*, W.  
 1900 IBBS, PERCY MAVON, 3 *Denbigh Road*, Pembroke Square, W.  
 1889 †JEVENS, GEORGE M., *Oakgrove*, Killinardish, Cork, Ireland.  
 1902 †IMBOTH, GUSTAV, 120 *Bishopsgate Street Within*, E.C.



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- 1899 INGLIS, CHARLES H., *N.Z. Farmers' Co-operative Assn., 110 Fenchurch Street, E.C.*
- 1883 †INGLIS, CORNELIUS, M.D., *124 Victoria Street, S.W.; and Athenaeum Club, S.W.*
- 1881 INGRAM, SIR WILLIAM J., BART., *198 Strand, W.C.*
- 1880 IRVINE, THOMAS W., *17 Aldermanbury, E.C.*
- 1893 IRWELL, HERMAN, *11 Park Square West, Regent's Park, N.W.; and 24 Coleman Street, E.C.*
- 1884 ISAACS, JACOB, *9A Porchester Terrace, Hyde Park, W.*
- 1893 IZARD, WALTER G., C.E., *10 The Paragon, Blackheath, S.E.*
- 1883 JACK, A. HILL, *National Insurance Co. of New Zealand, 9 Gracechurch Street, E.C.*
- 1893 JACK, GEORGE C., *Eastern Extension Telegraph Co., Electra House, Moorgate, E.C.*
- 1901 JACK, R. LOGAN, LL.D., F.R.G.S., F.G.S., *44 Dashwood House, E.C.*
- 1886 †JACKSON, JAMES, J.P., *42 Campden House Court, W.*
- 1903 JACKSON, LIEUT.-COLONEL ANDREW M., *Victoria Chambers, Hull.*
- 1889 †JACKSON, SIR THOMAS, BART., *Hong Kong and Shanghai Banking Corporation, 31 Lombard Street, E.C.*
- 1901 JACOBS, JOHN I., *3 Gloucester Crescent, Regent's Park, N.W.*
- 1886 JACOMB, FREDK. CHAS., *61 Moorgate Street, E.C.*
- 1886 JACOMB, REGINALD B., *61 Moorgate Street, E.C.*
- 1900 JAMES, R. BOUCHER, *Hallsanmery, Bideford.*
- 1890 †JAMIESON, WILLIAM, *care of Broken Hill Proprietary Company, 31 Queen Street, Melbourne, Victoria.*
- 1897 JARVIS, LIEUT.-COLONEL A. WESTON, C.M.G., M.V.O., *66 Park Street, Grosvenor Square, W.*
- 1898 JEANS, RICHARD W., *Bank of Australasia, 4 Threadneedle Street, E.C.*
- 1894 JEFFERSON, HARRY WYNDHAM, *26 Austin Friars, E.C.*
- 1884 †JEFFRAY, R. J., *46 Elm Park Road, S.W.*
- 1902 JENKINS, SIR JOHN J., D.L., J.P., *The Grange, Swansea.*
- 1890 JENKINSON, WILLIAM W., *6 Moorgate Street, E.C.*
- 1895 JENNINGS, GILBERT D., *28 Gracechurch Street, E.C.*
- 1889 JERNINGHAM, SIR HUBERT E. H., K.C.M.G., *14 Bruton Street, W.; and Longridge Towers, Berwick.*
- 1890 †JERSEY, RIGHT HON. THE EARL OF, G.C.B., G.C.M.G., *Osterley Park, Isleworth; and Middleton Park, Bicester.*
- 1889 JOHNSON, GENERAL SIR ALLEN B., K.C.B., *60 Lexham Gardens, W.*
- 1894 JOHNSON, GODFREY B., *Colonial College, 8 Victoria Street, S.W.*
- 1896 JOHNSON, L. O., *1 Snow Hill, E.C.*
- 1888 JOHNSTON, ALEXANDER, *120 Fenchurch Street, E.C.*
- 1902 JOHNSTON, GEORGE LAWSON, *Raynham Hall, Fakenham, Norfolk.*
- 1884 †JOLLY, STEWART, *55 Balhousie Street, Perth, N.B.*
- 1893 JONES, SIR ALFRED L., K.C.M.G. *Messrs. Elder, Dempster, & Co., 6 Water Street, Liverpool.*
- 1884 †JONES, HENRY, *49 Maresfield Gardens, Hampstead, N.W.*
- 1899 JONES, CAPTAIN HENRY M., V.C., *United Service Club, Pall Mall, S.W.*
- 1892 JONES, J. D., *Belvedere, Mapesbury Road, Brondesbury, N.W.*

Year of  
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- 1900 JONES, J. F., C.M.G., *British South Africa Co., 2 London Wall Buildings, E.C.*
- 1884 JONES, OWEN F., *61 Montagu Mansions, Portman Square, W.*
- 1902 JONES, RODERICK, *West Kent Carlton Club, Point House, The Grove, Greenwich, S.E. and Reuter's Telegram Co., 24 Old Jewry, E.C.*
- 1884 JONES, SIR W. H. QUAYLE, *14 Royal Avenue, Chelsea, S.W.*
- 1889 JONES, WILLIAM T., *7 Stratton Street, W.*
- 1896 JONES, W. WOODGATE, *Hill Side, White Hill, Bletchingley, Surrey.*
- 1900 JOSEPH, FRANCIS E., *Queen Anne's Mansions, S.W.*
- 1887 JOSEPH, JULIAN, *6 Holland Park, W.*
- 1898 JOSHUA, ABRAM, *12 Collingham Gardens, S.W.*
- 1886 JOSLIN, HENRY *Gaynes Park, Upminster, Essex.*
- 1868 JULYAN, SIR PENROSE G., K.C.M.G., C.B., *Stadacona, Torquay.*
- 1889 JUSTICE, MAJOR-GENERAL W. CLIVE, C.M.G., *Hinstock, Farnborough Hants.*
- 1876 KARUTH, FRANK, *29 Nevern Mansions, Earl's Court, S.W.*
- 1898 †KAUFMAN CHARLES, *12 Berkeley Street, W.*
- 1894 KEARNE, SAMUEL R., *Kingswood, Lyndhurst Gardens, Hampstead, N.W.*
- 1890 KEARTON, GEORGE H., *Hurst Dene, Ore, Sussex.*
- 1890 KEATS, HERBERT F. C., *c/o Bank of Australasia, 4 Threadneedle Street, E.C.*
- 1885 KEEP, CHARLES J. *Guildhall Chambers, Basinghall Street, E.C.*
- 1902 KEEP, RONALD, *Woollet Hall, North Cray, Fools Cray, S.O., Kent.*
- 1903 KEHRMANN, L., *c/o Standard Bank of South Africa, 0 Clement's Lane, E.C.*
- 1871 KEITH-DOUGLAS, STEWART M., *Oriental Club, Hanover Square, W.*
- 1894 KEMP, DAVID R., *Messrs. Dalgety & Co., 94 Bishopsgate Street, E.C.*
- 1903 KEMP, HENRY C., *7 Thavies Inn, Holborn, E.C.*
- 1887 KEMP-WELCH, JAMES, *Parkstone, Weybridge.*
- 1881 KENDALL, FRANKLIN R., *1 The Paragon, Blackheath, S.E.; and St. Stephen's Club, S.W.*
- 1877 KENNEDY JOHN MURRAY, *Knockralling, Dalry, Galloway, N.B.; and New University Club, S.W.*
- 1898 †KENNEDY, PITT *39 Palace Gardens Terrace, W.; and New Oxford and Cambridge Club, 68 Pall Mall, S.W.*
- 1895 KENNION, RT. REV GEORGE WYNDHAM, D.D., *Lord Bishop of Bath and Wells, The Palace, Wells, Somerset.*
- 1888 KENT, ROBERT J., *Vere Street, Cavendish Square, W.*
- 1896 †KENTON, JAMES, *Walshaw Hall, Bury.*
- 1896 KERR, J. E., *care of Messrs. S. Dobree & Sons, 6 Tokenhouse Yard, E.C.*
- 1894 KESWICK, JAMES J., *Halleaths, Lochmahen, N.B.*
- 1881 †KESWICK, WILLIAM, M.P. *Eastwick Park, Leatherhead.*
- 1874 KIMBER, HENRY, M.P., *79 Lombard Street, E.C.*
- 1894 KING, CHARLES WALLIS, *Newnham House, Marshgate, Richmond, S.W.*
- 1901 †KINGDON, HENRY F., *Quethioch, Castle Road, Horsell, Woking.*
- 1886 KINNAIRD, RIGHT HON. LORD, *1 Pall Mall East, S.W.*
- 1889 KINTORE, RT. HON. THE EARL OF, G.C.M.G., *7 Cadogan Square, S.W.*
- 1898 KITCHING, HENRY, J.P., *The Grange, Great Ayton, Yorks.*
- 1899 KLEIN, WALTER G., *24 Belsize Park, N.W.*
- 1875 KNIGHT, A. HALLEY, *Bramley Hill House, Croydon.*
- 1896 KNIGHT, JOHN WATSON, *33 Hyde Park Square, W.*

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- 1889 KNOTT, CAPTAIN MICHAEL E., 32 *Brompton Square, S.W.*  
 1902 KNOWLES, JAMES, *Queen Anne's Lodge, St. James's Park, S.W.*  
 1902 †KRAUSS, HENRY J., 101 *Hatton Garden, E.C.*  
 1902 KREGOR, C. H., *Bonnington, Canons Park, Edgware.*  
 1891 KROHN, HERMAN A., B.A., *Maldon Court, Maldon, Essex.*  
 1885 KUMMERER, RUDOLPH, 20 *Bury Street, St. James's, S.W.*
- 1891 †LAING, JAMES ROBERT, 7 *Australian Avenue, E.C.*  
 1895 LAMINGTON, RT. HON. LORD, G.C.M.G., 26 *Wilton Crescent, S.W.*; and  
*Lamington, Lanarkshire.*  
 1902 LANCE, CHARLES C., *Kingsdown, North Drive, Streatham Park, S.W.*;  
 and 49 *Eastcheap, E.C.*  
 1875 LANDALE, ROBERT, 3 *Sussex Square, Hyde Park, W.*; and *Oriental Club,*  
*Hanover Square, W.*  
 1876 †LANDALE, WALTER, *Oriental Club, Hanover Square, W.*  
 1887 LANE, MAJOR-GENERAL RONALD B., C.V.O., C.B., 14 *Curzon Street, W.*  
 1901 LANG, ALEXANDER, 24 *Gledhow Gardens, S.W.*; and *Bank of Montreal,*  
 22 *Abchurch Lane, E.C.*  
 1881 LANGTON, JAMES, *Hillfield, Reigate.*  
 1883 †LANDSLOWNE, RIGHT HON. THE MARQUIS OF, K.G., G.C.S.I., G.C.M.G.,  
 G.C.I.E., *Lansdowne House, 54 Berkeley Square, W.*; and *Bowood,*  
*near Calne, Wiltshire.*  
 1884 †LANSELL, GEORGE, *Bendigo, Victoria.*  
 1876 †LARDNER, W. G., 11 *Fourth Avenue, Hove, Brighton*; and *Junior Carl-*  
*ton Club, Pall Mall, S.W.*
- 1878 LARK, F. B., *Junior Athenæum Club, Piccadilly, W.*  
 1900 LARKINS, REV. FREDERICK, *Bishops Tawton Vicarage, Barnstaple.*  
 1878 LASCELLES, JOHN, 13 *Ashchurch Terrace, Shepherd's Bush, W.*  
 1881 LAUGHLAND, JAMES, 50 *Lime Street, E.C.*  
 1875 LAWRENCE, W. F., M.P., 27 *Eaton Square, S.W.*; *Cowesfield House,*  
*Salisbury and New University Club, St. James's Street, S.W.*  
 1885 LAWRIE, ALEXANDER, *The Hoo, Lyndhurst Gardens, Hampstead, N.W.*  
 1886 †LAWRIE, ALAN. CECIL, 4 *St. Mary Axe, E.C.*  
 1901 LAWRIE, SIR ARCHIBALD C., *Athenæum Club, Pall Mall, S.W.*  
 1892 LAWSON, ROBERTSON, 34 *Old Broad Street, E.C.*  
 1894 LEAKE, WM. MARTIN *Ceylon Association, 61 Gracechurch Street, E.C.*  
 1896 LEE, ARTHUR M., 8 *Victoria Road, Kensington, W.*  
 1886 LEE, HENRY WILLIAM, 24 *Cleveland Square, Hyde Park, W.*  
 1899 LEECHMAN, CHRISTOPHER A., *Oriental Club, Hanover Square, W.*  
 1901 LEESON, GILBERT H., *Ashley House, Caterham Valley*; and 34 *Great*  
*St. Helen's, E.C.*  
 1896 LEESON, WILLIAM F., 34 *Great St. Helens, E.C.*  
 1901 LEFROY, HON. HENRY BRUCE (*Agent-General for Western Australia*),  
 15 *Victoria Street, S.W.*
- 1889 LE GROS, GERVAISE, *Seafeld, Jersey.*  
 1892 LE MAISTRE, JOHN L. B., *Messrs. G. Balleine & Co., Jersey.*  
 1889 LEUCHARS, JOHN W. *Broad Street Avenue, E.C.*  
 1902 †LEVER, WM. HESKETH, *Thornton Manor, Thornton Hough, Chester*; and  
 109 *Queen Victoria Street, E.C.*

Year of  
Election.

- 1873 LEVEY, G. COLLINS, O.M.G., *National Liberal Club, Whitehall Place, S.W.*
- 1899 LEVY, B. W., *Messrs. D. Cohen & Co., 17 Tokenhouse Yard, E.C.*
- 1902 LEWES, HENRY MCINTYRE, c/o Messrs. Lyell & Butler, 349 Collins Street, Melbourne, Victoria.
- 1902 LEWIS, E. J., F.E.S., F.L.S., 4 Clement's Inn, W.C.
- 1885 LEWIS, ISAAC, 14 Stratton Street, W.; and Threadneedle House, E.C.
- 1887 LEWIS, JOSEPH, 10/11 Austin Friars, E.C.
- 1890 LEWIS, OWEN, 9 Mincing Lane, E.C.
- 1889 †LINLITHGOW, MOST HON. THE MARQUIS OF, K.T., G.C.M.G., G.C.V.O., Carlton Club, Pall Mall, S.W.; and Hopetown House, South Queensferry, N.B.
- 1897 LISTER, R. A., J.P., *The Towers, Dursley.*
- 1884 LITTLE, J. STANLEY, 18 Drakefield Road, Upper Tooting, S.W.
- 1886 †LITTLEJOHN, ROBERT, 8 Cavendish Square, W.
- 1874 LITTLETON, THE HON. HENRY S., 16 Lennox Gardens, S.W.
- 1888 LIVESBY, SIR GEORGE, *Shagbrook, Reigate.*
- 1900 †LLOYD, ARTHUR, 12 Salisbury Square, Fleet Street, E.C.
- 1890 LLOYD, F. GRAHAM, 40 King Street, Cheapside, E.C.
- 1899 †LLOYD, FRANK, *Coombe House, Croydon; and 4 Salisbury Court, Fleet Street, E.C.*
- 1881 LLOYD, RICHARD DUPPA, 2 Addison Crescent, Addison Road, W.
- 1887 †LORWENTHAL, LEOPOLD, *Lionsdale, Hampton Wick, Middlesex.*
- 1878 †LONG, CLAUDE H., M.A., 50 Marine Parade, Brighton; and New Oxford and Cambridge Club, Pall Mall, S.W.
- 1886 †LONGSTAFF, GEORGE B., M.A., M.D., *Highlands, Putney Heath, S.W.; and Twicken, Morthoe, near Ilfracombe.*
- 1889 LORING, ARTHUR H., 11a Princes Street, Westminster, S.W.
- 1886 †LOTHIAN, MAURICE JOHN, *Redwood, Spylaw Road, Edinburgh.*
- 1884 LOVE, WILLIAM MCNAUGHTON, 8 Bunhill Row, E.C.
- 1884 LOW, SIR HUGH, G.C.M.G., 23 De Vere Gardens, W.; and Thatched House Club, St. James's Street, S.W.
- 1875 †LOW, W. ANDERSON, 6 Sussex Gardens, Westgate-on-Sea, Kent.
- 1899 LOWE, SAMUEL, *Meadowbank, Hadley Wood, Middlesex.*
- 1890 LOWLES, JOHN, 1 Elms Avenue, Muswell Hill, N.
- 1880 LOWRY, LIEUT.-GENERAL R. W., C.B., 25 Warrington Crescent, Maidenhead, W.; and United Service Club, Pall Mall, S.W.
- 1877 LUBBOCK, SIR NEVILLE, K.C.M.G., 20 Eastcheap, E.C.; and 65 Earl's Court Square, S.W.
- 1898 LUCAS, CLARENCE, M.B., 30 Lorne Gardens, Hanover Gate, N.W.
- 1902 LUNN, HENRY S., M.D., F.R.G.S., 5 Endsleigh Gardens, N.W.
- 1886 LYALL, ROGER CAMPBELL, *United University Club, Pall Mall East, S.W.*
- 1879 †LYELL, CAPTAIN FRANCIS H., 2 Elvaston Place, S.W.; and Naval and Military Club, Piccadilly, W.
- 1886 LYELL, JOHN L., 30 Christchurch Road, Streatham Hill, S.W.
- 1886 LYLE, WM. BRAY, *Velley, Hartland, North Devon.*
- 1885 †LYON, GEORGE O., *Eton, Berwick, Victoria.*
- 1883 LYTTLETON, THE HON. and REV. ALBERT VICTOR, M.A., *Collegiate House, Southwark, S.E.*

Year of  
Election.

- 1886 †LYTTELTON, THE HON. G. W. SPENCER, C.B., 49 *Hill Street, Berkeley Square, W.*
- 1885 MACALISTER, JAMES, *Ethelstane, 32 Maresfield Gardens, Hampstead, N.W.*
- 1885 †MACAN, J. J., M.A., M.D., M.R.C.S., *Crossgates, Cheam, Surrey; and Rockhampton, Queensland.*
- 1901 †MACARTNEY, REV. HUSSEY B., M.A., 78 *Elm Park Mansions, Chelsea, S.W.*
- 1887 MACBRIDE, ROBERT K., C.M.G., M.Inst.C.E., *Junior Carlton Club, Pall Mall, S.W.*
- 1899 MACCAW, WILLIAM J. M., 194 *Queen's Gate, S.W.*
- 1896 MACDONALD, GEORGE, 2 *Amherst Park, Stamford Hill, N.*
- 1900 †MACDONALD, HECTOR, 153 *Leadenhall Street, E.C.*
- 1892 MACFADYEN, JAMES J., 38 *Rockmount Road, Upper Norwood, S.E.*
- 1873 †MACFARLAN, ALEXANDER, *Torish, Helmsdale, N.B.*
- 1889 †MACFARLANE, JAMES G., *Messrs. W. Dunn & Co., Broad St. Avenue, E.C.*
- 1889 †MACFIE, JOHN W., *Rowton Hall, Chester.*
- 1890 MACGREGOR, WM. GRANT, 18 *Coleman Street, E.C.*
- 1881 †MACIVER, DAVID, M.P., 16 *Brunswick Street, Liverpool.*
- 1881 MACKAY A. MACKENZIE, 50 *Lime Street, E.C.*
- 1895 †MACKAY, DANIEL J., *Dunkeld, 27 Arkwright Road, Hampstead, N.W.*
- 1893 MACKAY, DONALD, *Reay Villa, Bodenham Road, Hereford.*
- 1897 †MACKAY, SIR JAMES L., G.C.M.G., K.C.I.E., 7 *Seamore Place, Park Lane, W.*
- 1885 †MACKENZIE, COLIN.
- 1890 MACKENZIE, SIR GEORGE S., K.C.M.G., C.B., 52 *Queen's Gate Gardens, S.W.*
- 1899 †MACKINNON, DUNCAN, 16 *Hyde Park Square, W.*
- 1893 †MACKINNON, JOHN, 8 *Hyde Park Square, W.; and Balinakill, Clachan, Argyleshire.*
- 1892 MACKINTOSH, DUNCAN, 5 *Adamson Road, Hampstead, N.W.*
- 1889 MACLEAR, ADMIRAL J. P., *Beaconscroft, Chiddingfold, Godalming; and United Service Club, Pall Mall, S.W.*
- 1886 †MACLEAY, SINCLAIR, 1 *Norfolk Street, Park Lane, W.*
- 1887 MACMILLAN, MAURICE, *St. Martin's Street, Leicester Square, W.C.*
- 1892 MACPHAIL, ALEXANDER J., 0 *St. Helens Place, E.C.*
- 1887 MACPHERSON, LACHLAN A., *Wyrley Grove, Pelsall, Walsall.*
- 1882 MACROSTY, ALEXANDER, *West Bank House, Esher.*
- 1869 McARTHUR, ALEXANDER, 79 *Holland Park, W.*
- 1886 McARTHUR, JOHN P., 18 *Silk Street, Cripplegate, E.O.*
- 1883 McARTHUR, WM. ALEXANDER, M.P., 12 *Buckingham Gate, S.W.; and 18 & 19 Silk Street, Cripplegate, E.C.*
- 1885 McCAUL, GILBERT JOHN, *Creggandarrock, Yeater Road, Chislehurst.*
- 1892 †McCONNELL, ARTHUR J., 7 *Bramham Gardens, South Kensington, S.W.*
- 1893 McCONNELL, FREDERICK V., 37 *Cranley Gardens, S.W.*
- 1890 †McCULLOCH, GEORGE, 184 *Queen's Gate, S.W.*
- 1883 McDONALD, JAMES E., 4 *Chapel Street, Cripplegate, E.C.*
- 1887 McDONALD, JOHN, 30 *Broad Street House, E.C.*
- 1882 McDONELL, ARTHUR W. 2 *Rectory Place, Portsmouth Road, Guildford.*
- 1882 McEVEN DAVID PAINTER, 24 *Pembroke Square, W.*
- 1898 McFARLANE, WILLIAM, *Messrs. W. Dunn & Co. Broad Street Avenue, E.C.*
- 1899 MCGAW, JOHN THOBURN, *Broomhall, Wurnham, Horsham.*
- 1879 McILWRAITH, ANDREW, 3 & 4 *Lime Street Square, E.C.*

Year of  
Election.

- 1884 MCINTYRE, J. P., 3 New Basinghall Street, E.C.  
 1886 MCLEAN, NORMAN, West Hall, Sherborne, Dorset.  
 1882 MCLEAN, T. M., 61 Belsize Park, N.W.  
 1885 MCMAHON, GENERAL C. J., R.A., Mount Wolsley, Tullow, co. Carlow,  
*Ireland; and Junior Army and Navy Club, St. James's Street, W.*  
 1902 MCPHERSON, HENRY A., Berkeley House, Hay Hill, W.  
 1899 MAGUIRE, THOMAS MILLER, M.A., LL.D., 12 Earl's Court Square, S.W.  
 1878 MALCOLM, A. J., 169 Queen's Gate, S.W.  
 1895 MALCOMSON, DAVID, care of Messrs. Coutts & Co., 59 Strand, W.C.  
 1879 MALLESON, FRANK R., Dixton Manor House, Winchcombe, Cheltenham.  
 1883 MANLEY, WILLIAM, 106 Cannon Street, E.C.  
 1896 MANNING, JOHN R., M.S.A., 10 Rollacourt Avenue, Herne Hill, S.E.  
 1893 MANTELL, DAVID G., Ceylon House, St. Andrew's Road, Bedford.  
 1898 MARCUS, HERMAN W., Merryland's Hotel, Great Bookham, Surrey.  
 1892 MARDEN, WILLIAM, 5 East India Avenue, E.C.  
 1886 MARKS, DAVID, c/o National Provincial Bank, 88 Cromwell Road, S.W.  
 1885 MARSDEN, THE RIGHT REV. BISHOP, D.D., Dyrham Lodge, Clifton Park,  
*Bristol.*  
 1881 MARSHALL, ERNEST LUXMOORE, 9 St. Helen's Place, E.C.  
 1889 †MARSHALL, HENRY B., 3 Throgmorton Avenue, E.C.  
 1901 MARSHALL, LEIGH R. H., Blackie House, University Hall, Edinburgh.  
 1886 MARSTON, EDWARD, St. Dunstan's House, Fetter Lane, E.C.  
 1882 †MARTIN, FRANCIS, The Grange, Wroxham, Norfolk.  
 1889 MARTIN, JAMES, Sunnyside, 58 Palace Road, Streatham Hill, S.W.; and  
*Suffolk House, Laurence Pountney Hill, E.C.*  
 1884 MATHERS, EDWARD P., Glenalmond, 34 Fox Grove Road, Beckenham; and  
 39 Old Broad Street, E.C.  
 1886 †MATHESON, SENATOR ALEX. PERCEVAL, Perth, Western Australia.  
 1901 MATHIESON, JAMES FRANCIS, M.A., 13 Langland Gardens, Finchley  
 Road, N.W.  
 1890 †MATHIESON, JOHN, General Manager's Office, Midland Railway,  
 Derby.  
 1893 MATON, LEONARD J., B.A., Grosvenor Lodge, Wimbledon, S.W.  
 1886 MATTHEWS, JAMES, 45 Jesmond Road, Newcastle-on-Tyne.  
 1894 MAURICE, JOHN A., Elm Grove, Dawlish.  
 1902 MAWSON, GEORGE, 171 Queen Victoria Street, E.C.  
 1894 MEAD, FREDERICK, The Moorings, St. Albans.  
 1899 †MEESON, EDWARD TUCKER, R.N., 98 Sutherland Avenue, W.  
 1899 †MEESON, FREDERICK, 98 Sutherland Avenue, W.  
 1878 MEINERTZHAGEN, ERNEST LOUIS, 4 Cheyne Walk, Chelsea, S.W.  
 1886 MELBUISH, WILLIAM, Constitutional Club, Northumberland Avenue,  
 W.C.  
 1898 MERCER, WM. ALEXANDER, 85 London Wall, E.C.  
 1889 METCALFE, SIR CHARLES H. T., BART., Junior Carlton Club, Pall Mall,  
 S.W.  
 1877 †METCALFE, FRANK E., Gloucester House, Stonebridge Park, N.W.  
 1878 MEWBURN, WILLIAM R., J.P. 19 Holland Park, W.  
 1899 †MICHAELIS, MAX, Tandridge Court, Oxley, Surrey.  
 1897 MIDDLETON, R. V.  
 1889 MILLER, CHARLES A. DUFF, 9 Warwick Square, S.W.

Year of  
Election.

- 1903 MILLER, EDWARD HOLL, 81 *Chardmore Road, Stoke Newington, N.*  
1901 †MILLIGAN, GEORGE, *Messrs. Debenham & Freebody, 15 St. Paul's Church-  
yard, E.C.*  
1897 †MILLS, THOMAS, *Longdown House, Sandhurst, Berks.*  
1901 MILNER, THOMAS J., 25 *Albany Road, Stroud Green, N.*  
1898 MINTO, H.E. RT. HON. THE EARL OF, G.C.M.G., *Government House,  
Ottawa, Canada.*  
1898 MISKIN, HERBERT, c/o *Messrs. G. S. Yuill & Co., 120 Fenchurch Street,  
E.C.*  
1902 MITCHELL, ERNEST, J. D., M.A., M.B., M.R.C.S., 1F *Oxford and Cam-  
bridge Mansions, W.*  
1898 †MITCHELL, JAMES, *Lanherne, Shillingsford Hill, Wallingford, Berks.*  
1895 †MITCHELL, JOHN STEVENSON, 43 *London Wall, E.C.*  
1878 MOCATTA, ERNEST G., 4 *Throgmorton Avenue, E.C.*  
1886 MOIR, ROBERT N., 20 *Wellington Road, Watford.*  
1883 MOLESWORTH, THE REV. VISCOUNT, 12B *Lansdown Crescent, Bath.*  
1895 MOLTEÑO, PERCY ALLPORT, 10 *Palace Court, Bayswater, W.*  
1884 †MONRO, MALCOLM, *Cane Grove, 10 Kelvininside Gardens, Glasgow.*  
1884 MONTEFIORE, HERBERT B., 11 *Queen Victoria Street, E.C.*  
1885 MONTEFIORE, JOSEPH G., 14 *Westbourne Park Road, W.*  
1889 MONTEFIORE, LOUIS P., 9 *Coburg Place, Hyde Park, W.*  
1903 MONTGOMERY, RT. REV. BISHOP, H. H., D.D., *Society for Propagation  
of the Gospel, 19 Delahay Street, S.W.*  
1894 †MOON, EDWARD R. P., M.P., 6 *Onslow Gardens, S.W.*  
1885 MOORE, ARTHUR CHISOLM, 23 *Essex Street, Strand, W.C.*  
1884 MOORE, JOHN, 23 *Knight rider Street, E.C.*  
1891 MOORE, YORK T. G., M.R.C.S.E., L.R.C.P., 1 *Lewisham Hill, S.E.*  
1903 MOORHEAD, EDWARD, *Canada House, Bristol.*  
1883 †MOORHOUSE, EDWARD, *care of Bank of New Zealand, 1 Queen Victoria  
Street, E.C.*  
1887 MOOR-RADFORD, ALFRED, 59 *Queen's Gardens, Hyde Park, W.; and  
4 Harcourt Buildings, Temple, E.C.*  
1885 MORRING, CHARLES ALGERNON, M.Inst.C.E., F.G.S., *Moore Place, Esher.*  
1903 MORGAN, BENJAMIN H., 4 *Great Smith Street, Westminster, S.W.*  
1891 MORGAN, MAJOR A. HICKMAN, D.S.O., 14 *Grosvenor Place, S.W.*  
1894 †MORGAN, GWYN VAUGHAN, 1 *St. James's Place, S.W.*  
1900 MORGAN, PENRY VAUGHAN, 7 *Park Lane, W.*  
1868 MORGAN, SEPTIMUS VAUGHAN, 37 *Harrington Gardens, South Kensington,  
S.W.; and 42 Cannon Street, E.C.*  
1900 MORGAN, ALDERMAN WALTER VAUGHAN, 42 *Cannon Street, E.C.*  
1884 MORGAN, WILLIAM PRITCHARD, 1 *Queen Victoria Street, E.C.*  
1903 MORSE, GILBERT, *Crown Brewery, Lowestoft.*  
1897 MORRELL, JOHN BOWES, 30 *St. Mary's, York.*  
1899 MORRIS, THOMAS MORGAN, F.S.S., 12 *Green Street, Neath.*  
1900 MORRISON, JAMES K., 10 *Eton Road, South Hampstead, N.W.; and  
Thatched House Club, St. James's Street, S.W.*  
1887 †MORRISON, JOHN S., *Thatched House Club, St. James's Street, S.W.*  
1886 MORRISON, WALTER, *Malham Tarn, Settle; and 77 Cromwell Road,  
S.W.*  
1869 MORT, WILLIAM, 1 *Stanley Crescent, Notting Hill, W.*

Year of  
Election.

- 1902 MOSENTHAL, GEORGE, J. S., 190 Queen's Gate, S.W.  
 1885 MOSENTHAL, HARRY, 19 Green Street, W.  
 1902 MOSES, RALPH, 1 Pembroke Crescent, W.  
 1884 MOSSE, JAMES ROBERT, M.Inst.C.E., 5 Clanricarde Gardens, Tunbridge Wells.  
 1891 MÜCK, FRED A. E., Devonshire Club, St. James's Street, S.W.  
 1903 MUIR, WILLIAM CLARK, Blackwood House, Ecclefechan, N.B.  
 1902 MULLER, ROBERT, 25 Ashley Gardens, Westminster, S.W.  
 1897 MUNN, WINCHESTER, Laverstoke, near Whitechurch, Hants.  
 1902 MURDOCH, JOHN, 52 Leadenhall Street, E.C.  
 1896 MURE, SIR ANDREW, 4 McLaren Road, Newington, Edinburgh.  
 1899 MURRAY, THE HON. ALEXANDER O. (MASTER OF ELIHANK), M.P., Juniper Bank, Walkernburn, Peeblesshire; and Brooks's Club, St. James's Street, S.W.  
 1885 †MURRAY, CHARLES, Kylemore, Eton Avenue, Hampstead, N.W.  
 1901 MURTON, SIR WALTER, C.B., Saxbys, Chislehurst; and Devonshire Club, St. James's Street, S.W.  
 1901 MYERS, ALBERT, 59 High Holborn, W.C.  
 1889 MYERS, ALEXANDER, 125 Sutherland Avenue, Maida Vale, W.  
 1893 MYERS, ISAAC, Thorganby, Westfield Road, Edgbaston, Birmingham.
- 1875 †NAIRN, JOHN, Garth House, Torre's Park Road, Ilfracombe.  
 1881 NATHAN, N. ALFRED, 28 Finsbury Street, E.C.  
 1889 NATHAN, GEORGE J., c/o Messrs. I. Salaman & Co., 46 Monkwell Street, E.C.  
 1887 †NATHAN, JOSEPH E., 23 Pembroke Gardens, W.  
 1885 NATHAN, LOUIS A., Dashwood House, 9 New Broad Street, E.C.  
 1886 †NAME, ARTHUR, Woodlands, Selling, Faversham.  
 1881 NEAVE, EDWARD S., 7 Great St. Helen's, E.C.  
 1894 NEIL, WILLIAM, 35 Walbrook, E.C.  
 1888 †NEISH, WILLIAM, The Laws, Dundee; and Hogarth Club, Dover Street, W.  
 1903 NELSON, SEPTIMUS G., Messrs. Merryweather & Sons, Greenwich Road, S.E.  
 1881 NELSON, SIR E. MONTAGUE, K.C.M.G., 3 Whitehall Court, S.W.  
 1893 NELSON, HAROLD, 26 St. Mary's Mansions, St. Mary's Terrace, Paddington, W.  
 1882 NESS, GAVIN PARKER, 19 Porchester Terrace, Hyde Park, W.  
 1889 NESTLE, WILLIAM D., Royal London Yacht Club, 2 Savile Row, W.  
 1888 NEUMANN, SIGMUND, 146 Piccadilly, W.  
 1896 NEVILLE, GEORGE W., 18 Sussex Place, Regent's Park, N.W.  
 1896 †NEWMARCH, JOHN, c/o Messrs. Turnbull, Gibber & Co., 27 Leadenhall Street, E.C.  
 1886 NICHOL, ROBERT, 11 Bunhill Row, E.C.  
 1891 NICHOLLS, ALFRED M., 8 Courtfield Gardens, S.W.  
 1896 NICHOLS, ARTHUR, Bank of Egypt, 26 Old Broad Street, E.C.  
 1868 NICHOLSON, SIR CHARLES, BART., The Grange, Totteridge, Herts, N.  
 1884 NIVEN, GEORGE, Commercial Bank of Australia, Limited, 1 Bishopsgate Street, E.C.  
 1889 †NIVISON, ROBERT, 8 Finch Lane, E.C.  
 1883 NORMAN, FIELD-MARSHAL SIR HENRY W., G.C.B., G.C.M.G., C.I.E., The Royal Hospital, Chelsea, S.W.



Year of  
Election.

- 1897 NORRIS, SISSON C., *Killanne Rectory, Enniscorthy, Ireland.*  
 1880 †NORTH, CHARLES, *Sun-Woodhouse, near Huddersfield.*  
 1878 NORTH, FREDERIC WILLIAM, F.G.S., 60 *Cheapside, E.C.*  
 1891 †NORTHESK, RIGHT HON. THE EARL OF, 6 *Hans Crescent, S.W.*  
 1901 NUSSBAUM, HERMANN, 51 *Coleman Street, E.C.*  
 1902 NUTT, ROBERT RUSSELL, 33 *St. Swithin's Lane, E.C.*
- 1901 OGLE, FRANK B., *Royston Park, Pinner, Middlesex.*  
 1897 OMMANNY, CHARLES H., 3 *Great Winchester Street, E.C.*  
 1888 OMMANNY, SIR MONTAGU F., K.C.B., K.C.M.G., I.S.O., *Colonial Office, Downing Street, S.W.*  
 1889 ONSLOW, RT. HON. THE EARL OF, G.C.M.G., 7 *Richmond Terrace, Whitehall, S.W.*; and *Clandon Park, Guildford.*  
 1883 †OSBORNE, CAPTAIN FRANK, *The Cedars, Leamington.*  
 1897 OSTROG, COUNT STANISLAUS J., F.R.G.S., 5 *Netherton Grove, Chelsea, S.W.*  
 1889 OTTERSON, ALFRED S., 22 *Bryanston Street, W.*  
 1872 OTWAY, RIGHT HON. SIR ARTHUR JOHN, BART., 34 *Eaton Square, S.W.*; and *Athenaeum Club, Pall Mall, S.W.*
- 1897 PACE, DAVID S., *Ivy Cottage, Newton Stewart, N.B.*  
 1902 PAIN, JAMES C., JUN., 9 *St. Mary Axe, E.C.*; and *Manhattan, Mitcham Lane, Streatham, S.W.*  
 1902 †PALIOLOGUS, AUGUSTUS L., 14 *Beckenham Road, Beckenham.*  
 1895 PALMER, ERNEST G.  
 1897 PALMER, CAPT. RICHARD E., *Oaklands Park, Newdigate, Surrey.*  
 1880 PARBURY, CHARLES, 3 *De Vere Gardens, Kensington, W.*  
 1889 †PARFITT, CAPTAIN JAMES L., *Dingleside, Woodford Green, Essex.*  
 1879 PARFITT, CAPTAIN WILLIAM, 25 *Atholl Mansions, South Lambeth Road, S.W.*  
 1890 †PARKER, SIR GILBERT, M.P., 20 *Carlton House Terrace, S.W.*  
 1889 †PARKER, HENRY, *Vale View Cottage, Tring Hill, Tring.*  
 1893 †PARKIN, GEORGE R., C.M.G., M.A., LL.D.  
 1886 PARKINGTON, COLONEL SIR J. ROYER, J.P., D.L., 24 *Crutched Friars, E.C.*; 6 *Devonshire Place, W.*; and *United Service Club, Pall Mall, S.W.*  
 1902 PARKINSON, THOMAS W., M.D., 77 *Sloane Street, S.W.*  
 1897 PARR, REV. EDWARD G. C., 1 *Bolton Gardens, South Kensington, S.W.*  
 1888 PASTEUR, HENRY, *Wynches, Much Hadham, Herts.*  
 1886 †PATERSON, J. GLAISTER, 27 *Pembridge Gardens, Bayswater, W.*  
 1898 PATERSON, JAMES, 94 *Jermyn Street, S.W.*  
 1902 PATERSON, JAMES GOWANS, *Billiter Buildings, E.C.*  
 1887 †PATTERSON, MYLES, 7 *Egerton Gardens, S.W.*; and *Oriental Club, Hanover Square, W.*
- 1898 PAUL, ALEXANDER, 32 *Upper Park Road, Haverstock Hill, N.W.*  
 1881 PAUL, HENRY MONCREIFF, 12 *Lansdowne Crescent, Notting Hill, W.*  
 1880 PAYNE, JOHN, *Park Grange, Sevenoaks.*  
 1881 †PEACE, SIR WALTER, K.C.M.G. (*Agent-General for Natal*), 26 *Victoria Street, S.W.*  
 1877 PEACOCK, GEORGE, 27 *Milton Street, Fore Street, E.C.*  
 1885 †PEAKE, GEORGE HERBERT, B.A., LL.B., *West Retford House, Retford.*

Year of  
Election.

- 1877 †PEARCE, EDWARD, *Oriental Club, Hanover Square, W.*
- 1896 †PEARSON, SIR WHEATMAN D., BART., M.P., *Paddockhurst, Worth, Sussex; and 10 Victoria Street, S.W.*
- 1894 PEASE, ALFRED JOHN, J.P., *28 Corn Exchange Buildings, Manchester.*
- 1896 †PEMBERTON, MAJOR ERNEST, R.E., *Mousehold House, Norwich.*
- 1894 PENDER, SIR JOHN DENISON, K.C.M.G., *Eastern Telegraph Co., Electra House, Moorgate, E.C.*
- 1884 PENNEY, EDWARD C., *8 West Hill, Sydenham, S.E.*
- 1899 PERCEVAL, SPENCER A., *36 Eccleston Square, S.W.*
- 1892 PERCEVAL, SIR WESTBY B., K.C.M.G., *11 Cornhill, E.C.*
- 1902 PERCIVAL, FRANCIS W., M.A., F.S.A., F.R.G.S., *2 Southwick Place, W.; and Athenæum Club, Pall Mall, S.W.*
- 1890 PERKINS, HENRY A., *Stoneleigh, Ewell, Surrey.*
- 1895 PERKS, ROBERT WM., M.P., A.M.Inst.C.E., *11 Kensington Palace Gardens, W.*
- 1880 PERRING, CHARLES, *Oxford and Cambridge Club, Pall Mall, S.W.*
- 1902 PERRY, ROBINSON G., *Glendyne, Eaton Rise, Ealing, W.*
- 1879 †PETHERICK, EDWARD A., *85 Hopton Road, Streatham, S.W.*
- 1872 †PHILIPSON-STOW, F. S., *Blackdown House, Fernhurst, Sussex; and Union Club, Trafalgar Square, S.W.*
- 1884 †PHILLIPS, LIONEL, *33 Grosvenor Square, W.*
- 1897 PICKEN, ANDREW, *Woodside, Greenock, N.B.*
- 1897 PIPEB, WILLIAM F., *7 Montague Street, W.C.*
- 1897 PITTS, THOMAS, *St. Stephen's House, Victoria Embankment, S.W.*
- 1888 †PLANT, EDMUND H. T., *Charters Towers, Queensland.*
- 1882 PLEYDELL, T. G., *63 St. James's Street, S.W.; and East Sussex Club, St. Leonards-on-Sea.*
- 1897 †PONSONBY, REV. S. GORDON, *The Rectory, Devonport; and 57 St. James's Street, S.W.*
- 1900 PONTIFEX, ARTHUR R., *Meonstoke House, Meonstoke, Hants.*
- 1884 POOLE, JOHN BADDELEY, *Copseland, New Milton, Hants.*
- 1869 †POORE, MAJOR R., *Old Lodge, Salisbury.*
- 1892 PORTER, ROBERT, *37 Chalmers Street, Edinburgh.*
- 1885 †POTTEE, JOHN WILSON, *2 Fenchurch Avenue, E.C.*
- 1873 PRANCE, REGINALD H., *The Ferns, Frogna, Hampstead, N.W.*
- 1882 PRANKERD, PERCY J., *Woolacombe, Park Hill, Carshalton, Surrey.*
- 1868 PRATT, J. J., *79 Queen Street, Cheapside, E.C.*
- 1901 PRATT, J. JERAM, JUN., *Windermere, Woodberry Down, N.; and 79 Queen Street, Cheapside, E.C.*
- 1885 PREECE, SIR WM. HENRY, K.C.B., F.R.S., M.Inst.C.E., *Gothic Lodge, Wimbledon, S.W.*
- 1883 PREVITÉ, JOSEPH WEEDON, *Oak Lodge, Pond Road, Blackheath, S.E.*
- 1898 †PRICE, HENRY J., *West House, Chirbury, Salop.*
- 1886 PRILLEVITZ, J. M., *Margaret Lodge, 94 Finchley Road, N.W.*
- 1873 PRINCE, JOHN S., *28 De Vere Gardens, W.*
- 1900 PRINCE, JULIUS C., *22 Upper Wimpole Street, W.*
- 1891 PRITCHARD, LIEUT.-GENERAL GORDON D., R.E., C.B., *United Service Club, Pall Mall, S.W.*
- 1882 PROBYN, LESLIE CHARLES, *79 Onslow Square, S.W.*
- 1899 PROBYN, LIEUT.-COLONEL CLIFFORD, J.P., *55 Grosvenor Street, W.*

Year of  
Election.

- 1897 PRYNN, FRED, *Messrs. Stuttaford & Co., 11 New Union Street, Moor Lane, E.C.*
- 1894 PULESTON, SIR JOHN HENRY, *2 Whitehall Court, S.W.*
- 1882 PURVIS, GILBERT, *5 Bow Churchyard, E.C.*
- 1893 QUEENSRERRY, MOST HON. THE MARQUIS OF, *Army and Navy Club, Pall Mall, S.W.*
- 1901 QUENNEL, CECIL, *13 St. Albans Villas, Highgate Road, N.W.*
- 1899 QUILTER, SIR W. CUTHBERT, BART., M.P., *74 South Audley Street, W.; and Bawdsey Manor, Woodbridge.*
- 1884 RADCLIFFE, P. COPLESTON, *Derriford, Crown Hill R.S.O. Devon; and Union Club, S.W.*
- 1882 RAINEY, MAJOR-GENERAL ARTHUR MACAN, *Trowscoed Lodge, Cheltenham.*
- 1888 RAIT, GEORGE THOMAS, *70 & 71 Bishopsgate Street Within, E.C.*
- 1881 RALL, PANDELL, *17 Belgrave Square, S.W.*
- 1884 RAMSAY, ROBERT, *Howletts, Canterbury.*
- 1872 RAMSDEN, RICHARD, *Mill House, Sutton Courtney, Abingdon.*
- 1889 RAND, EDWARD E., *National Liberal Club, Whitehall Place, S.W.*
- 1889 †RANDALL, EUGENE T., *c/o Commercial Bank of Sydney, 18 Birchin Lane, E.C.*
- 1887 RANKIN, PETER, *Furness Lodge, East Sheen, Surrey.*
- 1880 †RANKIN, SIR JAMES, BART., M.P., *35 Ennismore Gardens, S.W.; and Brynwyryn, Hereford.*
- 1902 RANSOME, BEETRAM C., *Shirleigh, St. Edmund's Road, Ipswich.*
- 1886 RAW, GEORGE HENRY, *96 Gresham House, Old Broad Street, E.C.*
- 1894 RAWES, LIEUT.-COLONEL WM. WOODWARD, R.A., *Junior United Service Club, Charles Street, S.W.*
- 1892 READMAN, JAMES BURGESS, D.Sc., *Mynde Park, Tram Inn, R.S.O., Hereford.*
- 1881 †REAY, RT. HON. LORD, G.C.S.I., G.C.I.E., *6 Great Stanhope Street, W.*
- 1901 REEVE, WYBERT, *1 Bishop's Mansions, Bishop's Park Road, Fulham, S.W.*
- 1894 REEVES, HUGH WM., *42 Old Broad Street, E.C.*
- 1896 REEVES, HON. WILLIAM PEMBER (Agent-General for New Zealand), *13 Victoria Street, S.W.*
- 1893 REID, EDWARD V., *Messrs. Goldsbrough, Mort & Co., 27 Clement's Lane, E.C.*
- 1893 RENNIE, GEORGE B., *20 Lowndes Street, S.W.*
- 1883 RENNIE, GEORGE HALL, *6 East India Avenue, E.C.*
- 1902 REYNOLDS-BALL, EUSTACE A., B.A., *16 Eaton Rise, Ealing, W.; and 27 Chancery Lane, W.C.*
- 1903 REYNOLDS, EDWARD C., *National Bank of South Africa, London Wall Buildings, Circus Place, E.C.*
- 1896 RICARDE-SAEVER, MAJOR FRANCIS I., A.Inst.C.E., F.G.S., *16 Grafton Street, W.; and Athenæum Club, Pall Mall, S.W.*
- 1897 †RICHARDS, GEORGE, *3 Kensington Palace Gardens, W.*
- 1897 †RICHARDS, HENRY C., K.C., M.P., *2 Mitre Court Buildings, Temple, E.C.*
- 1900 RICHARDS, ROGER C., *Basildon House, Moorgate Street, E.C.*
- 1890 †RICHARDS, REV. W. J. B., D.D., *St. Charles's College, St. Charles's Square, North Kensington, W.*
- 1898 RICHARDSON, CAPTAIN ERNALD E., J.P., *The Gables, Burnham, Bucks.*

Year of  
Election.

- 1878 RICHMOND, JAMES, *Monzie Castle, Crieff, N.B.*  
 1902 RIDDELL, PATRICK, *Messrs. F. Bailey & Co., 59 Mark Lane, E.C.*  
 1896 RIPPON, JOSEPH, 33, *Old Broad Street, E.C.*  
 1901 RITCHIE, GEORGE MUIR, *Constitutional Club, Northumberland Avenue, W.C.*  
 1891 RIVINGTON, W. JOHN, "*British Trade Journal*," 24 *Mark Lane E.C.*; and 21 *Gledhow Gardens, S.W.*  
 1894 ROBERTS, G. Q., M.A., *St. Thomas's Hospital, S.E.*  
 1902 ROBERTS, JAMES, *Perran House, Perranporth, R.S.O., Cornwall.*  
 1895 ROBERTS, RICHARD NEVILL, 95 *Finchley Road, N.W.*  
 1884 ROBERTS, THOMAS LANGDON, 17 *Tavistock Road, Croydon.*  
 1881 ROBERTSON, CAMPBELL A., 6 *Heath Mansions, The Grove, Hampstead, N.W.*  
 1902 ROBERTSON, SIR GEORGE SCOTT, K.C.S.I., 11 *Harley House, Harley St., W.*  
 1860 ROBINSON, MAJOR-GENERAL C. W., C.B., *Beverley House, Mitcham Common, Surrey; and Army & Navy Club, Pall Mall, S.W.*  
 1894 †ROBINSON, JOSEPH B., *Dudley House, Park Lane, W.; and 1 Bank Buildings, Lothbury, E.C.*  
 1889 †ROBINSON, THOMAS B., *Messrs. McIlwraith, McEacharn & Co., 4 Lime Street Square, E.C.*  
 1878 ROBINSON, SIR WILLIAM, G.C.M.G., 28 *Evelyn Mansions, Carlisle Place, S.W.; and Windham Club, St. James's Square, S.W.*  
 1896 ROBSON, CHARLES R., *Cookland House, Seighford, Stafford.*  
 1885 ROME, ROBERT, 2 *Harewood Place, Hanover Square, W.*  
 1896 ROME, THOMAS, J.P., *Charlton House, Charlton Kings, Cheltenham.*  
 1888 †RONALD, BYRON L., 14 *Upper Phillimore Gardens, W.*  
 1876 RONALD, R. B., *Pembury Grange, near Tunbridge Wells.*  
 1888 ROPER, FREEMAN, M.A. OXON., *Bovey House, Beer, Axminster.*  
 1878 ROSE, B. LANCASTER, 1 *Cromwell Road, South Kensington, S.W.*  
 1879 ROSE, CHARLES D., M.P., *Hardwick House, Pangbourne, Reading.*  
 1900 ROSE, HARRY.  
 1881 †ROSEBERRY, RIGHT HON. THE EARL OF, K.G., K.T., 38 *Berkeley Square, W.; and Dalmeny, near Edinburgh, N.B.*  
 1880 ROSS, JOHN, *Morven, North Hill, Highgate, N.; and 63 Finsbury Pavement, E.C.*  
 1882 ROSS, J. GRAFTON, *Oriental Club, Hanover Square, W.*  
 1881 †ROTH, H. LING, 32 *Prescott Street, Halifax.*  
 1883 †ROTHSCHILD, A. A., 80 *Lancaster Gate, W.; and Warnford Court, E.C.*  
 1894 ROTHWELL, GEORGE, 5 *Throgmorton Avenue, E.C.*  
 1890 ROYDS, EDMUND M., *Windham Club, St. James's Square, S.W.*  
 1899 RUDD, FRANK M., *New Oxford and Cambridge Club, Pall Mall, S.W.*  
 1899 RUNGE, ADOLPHUS, 4 *East India Avenue, E.C.*  
 1879 RUSSELL, CAPTAIN A. H., *Fyning House, Rogate, Petersfield.*  
 1879 RUSSELL, P. N., *Junior Carlton Club, Pall Mall, S.W.; and 66 Queensborough Terrace, W.*  
 1875 RUSSELL, THOMAS, *Haremere, Etchingham, Sussex.*  
 1878 RUSSELL, THOMAS, C.M.G., 90 *Piccadilly, W.*  
 1898 RUSSELL, THOMAS J., *London & Westminster Bank, 41 Lothbury, E.C.*  
 1875 RUSSELL, T. PURVIS, *Warrook, Milnathort, Kinross-shire, N.B.*  
 1879 †RUSSELL, T. R., 18 *Church Street, Liverpool.*  
 1891 RUSSELL, WM. OECIL, *Haremere, Etchingham, Sussex.*  
 1889 RUTHERFORD, H. K., *Polmont, Kenley, Surrey.*

**Year of  
Election.**

- 1886 SAALFELD, ALFRED, *The Elms, Bickley, Kent.*
- 1881 †SAILLARD, PHILIP, 87 *Aldersgate Street, E.C.*
- 1902 ST. STEPHENS, RAYNAR, 25 *Fordwych Road, West Hampstead, N.W.*
- 1902 SAMUEL, SIR EDWARD L., BART., 3 *Lancaster Gate, W.*
- 1902 SAMUEL, HENRY, 11 *Cleveland Square, Hyde Park, W.*
- 1898 SANDEMAN, ALAFAIR C., 88 *St. James's Street, S.W.*
- 1893 SANDEMAN, ALBERT G., *Presdales, Ware.*
- 1897 †SANDEMAN, LIEUT.-COLONEL, of *Fonab, Port-na-Craig, Mculin, N.B.*
- 1874 †SANDERSON, JOHN, *Buller's Wood, Chislehurst, Kent.*
- 1887 SANDOVER, WILLIAM, *Ashburton House, Richmond Hill, S.W.; and 10 Jeffreys Square, St. Mary Axe, E.C.*
- 1873 SASOON, ARTHUR, 12 *Leadenhall Street, E.C.*
- 1891 †SAUNDERS, FREDERIC J., F.R.G.S., *Cambridge House, Harmondsworth, Yiewsley, Middlesex.*
- 1899 SAUNDERS, SIR FREDERICK R., K.C.M.G., 47 *The Drive, Hove, Sussex; and Conservative Club, St. James's Street, S.W.*
- 1898 SAVAGE, PERCY H., *Blomfield House, 85 London Wall, E.C.*
- 1885 SAVAGE, WM. FREDK., *Blomfield House, 85 London Wall, E.C.*
- 1897 SAVILL, WALTER, 9 *Queen's Gardens, West Brighton.*
- 1883 SAWYER, ERNEST E., M.A., C.E., 20 *Devonshire Terrace, Lancaster Gate, W.*
- 1895 SCAMMELL, EDWARD T., 61 *Marmora Road, Honor Oak, S.E.*
- 1885 †SCARTE, LEVESON E., M.A., *Kiverstone, Cleveland Walk, Bath.*
- 1900 SCHIFF, ARTHUR, 652 *Salisbury House, London Wall, E.C.*
- 1877 SCHIFF, CHARLES, 22 *Loundes Square, S.W.*
- 1896 SCHLICH, WILLIAM, PH.D., C.I.E., *Coopers Hill College, Egham.*
- 1897 SCHMIDT, ROBERT F. W., PH.D., F.R.G.S., 33 *Clarendon Road, Putney, S.W.*
- 1889 SCHOLEY, J. CRANFIELD, *Royal Thames Yacht Club, Albemarle Street, W.*
- 1885 SCHWARTZ, C. E. R., M.A., 8 *Cambridge Gate, Regent's Park, N.W.; and Conservative Club, St. James's Street, S.W.*
- 1884 SCONCE, CAPTAIN G. COLQUHOUN, 1 *Wetherby Gardens, South Kensington, S.W.*
- 1872 SCOTT, ABRAHAM, 8 *Oxford Square, Hyde Park, W.*
- 1885 SCOTT, ARCHIBALD E., *Rotherfield Park, Alton, Hants; and United University Club, Pall Mall East, S.W.*
- 1886 SCOTT, CHARLES J., *Hilgay, Guildford.*
- 1885 SCOTT, WALTER H., M.Inst.C.E., *Park Road, East Molesey.*
- 1898 SCRUTTON, JAMES HERBERT, 9 *Gracechurch Street, E.C.*
- 1881 SLEY, PRIDEAUX, *Koroit, Chepstow Road, Croydon.*
- 1891 SEMPLE, JAMES C., F.R.G.S., 2 *Marine Terrace, Kingstown, Dublin.*
- 1885 SENDALL, SIR WALTER J., G.C.M.G., 91 *Cornwall Gardens, S.W.*
- 1887 SENIOR, EDWARD NASSAU, 147 *Cannon Street, E.C.*
- 1871 SEROCOLD, G. PRANCE, 156 *Sloane Street, S.W.*
- 1898 SETTLE, MAJOR-GENERAL SIR HENRY H., R.E., K.C.B., D.S.O., *United Service Club, Pall Mall, S.W.*
- 1888 SHAND, JOHN LOUDOUN, 24 *Rood Lane, E.C.*
- 1896 SHANKS, ARTHUR, M.Inst.C.E., *Heath Place, Cowden, Kent.*
- 1902 SHARPE, WALTER, *Holyrood, Blackborough Road, Redhill, Surrey.*
- 1898 SHEER, JOHN, 13 *King's College Road, South Hampstead, N.W.*
- 1900 SHELDRICK, JOHN S., 96 *Gresham House, E.C.*

Year of  
Election.

- 1898 SHELFORD, FREDERIC, B.Sc., M.Inst.C.E., F.R.G.S., 35A *Great George Street, Westminster, S.W.*
- 1892 SHELFORD, WILLIAM, C.M.G., M.Inst.C.E., 35A *Great George Street, Westminster, S.W.*
- 1885 SHERLOCK, WILLIAM H., *West View, Caterham, Surrey.*
- 1893 SHERWOOD, N., *Dunedin, 50 Stratham Hill, S.W.*
- 1874 SHIPSTER, HENRY F., *Conservative Club, St. James's Street, S.W.*
- 1887 †SHIRE, ROBERT W., *Penrith, Terrapin Road, Upper Tooting, S.W.*
- 1883 SHORT, CHARLES, *Office of "The Argus," 80 Fleet Street, E.C.*
- 1885 SIDRY, CHARLES, 23 *Harrington Gardens, South Kensington, S.W.*
- 1883 †SILVER, COLONEL HUGH A., 23 *Redcliffe Square, S.W.*
- 1868 †SILVER, S. W., 3 *York Gate, Regent's Park, N.W.*
- 1887 SIMEON, REV. PHILIP B., M.A., *The Cottage, North Perrott, Crewkerne.*
- 1883 †SIMPSON, SURGEON-MAJOR FRANK, *Naval and Military Club, Piccadilly, W.*
- 1892 †SIMPSON, T. BOUSTEAD, 59 *Rutland Gate, S.W.*
- 1884 SINCLAIR, ARTHUR, *Ashfield, Cults, Aberdeen, N.B.*
- 1888 †SINCLAIR, AUGUSTINE W., L.R.C.P., L.R.C.S. (Edin.), *Ivy Lodge, South Petherton, Somerset.*
- 1885 SINCLAIR, DAVID, 2 *Eliot Bank, Forest Hill, S.E.; and 19 Silver Street, E.C.*
- 1894 SINCLAIR, NORMAN A., 11 *St. George's Road, S.W.*
- 1899 SINCLAIR, JAMES, *Binfield Manor, Bracknell, Berks.*
- 1895 SKINNER, WILLIAM BANKS, *Messrs. Lilley & Skinner, Paddington Green, W.*
- 1896 SLADE, GEORGE, 18 *Laurence Pountney Hill, E.C.*
- 1887 †SLADE, HENRY G., F.R.G.S., *Royal Societies Club, St. James's Street, S.W.*
- 1894 SLADEN, ST. BARN RUSSELL, 1 *Delakay Street, S.W.*
- 1899 SLATTEE, EDMUND M., *Hawkmoor, Bovey Tracey, Devon.*
- 1891 †SMART, FRANCIS G., M.A., *Bredbury, Tunbridge Wells.*
- 1901 SMART, WILLIAM, *Standard Bank of South Africa, 10 Clement's Lane, E.C.*
- 1901 SMITH, ALEXANDER CURRIE, *Rokeby, Surbiton.*
- 1888 SMITH, SIR CECIL CLEMENTI, G.C.M.G., *The Garden House, Wheat-hampstead, St. Albans.*
- 1889 †SMITH, D. JOHNSTONE, 149 *West George Street, Glasgow.*
- 1900 SMITH, DANIEL WARREN, c/o "*Hong Kong Daily Press*," 131 *Fleet St., E.C.*
- 1898 SMITH, EDWIN, *Langham Hotel, W.*
- 1872 SMITH, SIR FRANCIS VILLENEUVE, 19 *Harrington Gardens, South Kensington, S.W.*
- 1895 SMITH, LT.-COLONEL SIR GERARD, K.C.M.G., *Holford House, Baldock, Herts.*
- 1898 SMITH, HENRY SUTCLIFFE, *Kirtlands, Baildon, Yorks.*
- 1887 SMITH, JAMES, *Junior Athenæum Club, Piccadilly, W.*
- 1886 SMITH, JOHN, *Bramble Haw, Carshalton, Surrey.*
- 1880 †SMITH, JOSEPH J., *Constitutional Club, Northumberland Avenue, W.C.*
- 1897 SMITH, RIGHT REV. BISHOP JOHN TAYLOR, D.D., *Chaplain-General, War Office, Pall Mall, S.W.*
- 1896 SMITH, RICHARD TILDEN, 17 *Old Broad Street, E.C.*
- 1884 SMITH, SAMUEL, M.P., 4 *Cowley Street, Westminster, S.W.; and Carleton, Princes Park, Liverpool.*
- 1887 SMITH, THOMAS, 43 *Mount Park Crescent, Ealing, W.*
- 1884 SMITH, WALTER F., 62 *Threadneedle Street, E.C.*

Year of  
Election.

- 1898 SMITH, THE HON. WM. F. D., M.P., 3 Grosvenor Place, S.W.; and Greenlands, Henley-on-Thames.
- 1887 SMITH-REWSE, EUSTACE A., Conservative Club, St. James's Street, S.W.
- 1896 SMYTH, GENERAL SIR HENRY A., K.C.M.G., The Lodge, Stone, Aylesbury.
- 1893 SMYTH, REV. STEWART, St. Mark's Vicarage, Silvertown, E.
- 1901 SNELL, CHARLES R.
- 1881 †SOMERVILLE, ARTHUR FOWNES, Dinder House, Wells, Somerset; and Oxford and Cambridge Club, Pall Mall, S.W.
- 1896 †SONN, GUSTAV, 120 Bishopsgate Street Within, E.C.
- 1874 SOPER, WM. GARLAND, B.A., J.P., Harestone, Caterham Valley; and Devonshire Club, St. James's Street, S.W.
- 1886 SPANIER, ADOLF, 30 Maresfield Gardens, N.W.
- 1899 †SPEAK, JOHN, The Grange, Kirton, Boston.
- 1889 SPENCE, EDWIN J., Totara, 20 Lunham Road, Upper Norwood, S.E.
- 1890 SPENCE, COLONEL JOHN, Biddlesden Park, Brackley, Northants.
- 1902 SPENSLEY, HOWARD, 1 St. James's Street, S.W.
- 1888 SPICER, ALBERT, 10 Lancaster Gate, W.; and Brancepeth House, Woodford, Essex.
- 1887 SPIERS, FELIX WILLIAM, 68 Lowndes Square, S.W.
- 1897 SPOONER, CHARLES H., 5 Bury Street, St. James's, S.W.; and 11 Poultry, E.C.
- 1883 †SPROSTON, HUGH, Innellan, Sundridge Park, Bromley, Kent.
- 1897 SPROSTON, MANNING K., Innellan, Sundridge Park, Bromley, Kent.
- 1885 SQUIBB, REV. GEORGE MEYLER, M.A., Clothall Rectory, Baldock, Herts.
- 1881 SQUIRES, WILLIAM HERBERT, Oaklands, Fountain Road, Upper Norwood, S.E.
- 1893 STAMFORD, RIGHT HON. THE EARL OF, 15 St. James's Place, S.W.
- 1891 STAMFORD, EDWARD, JUN., 12 Long Acre, W.C.
- 1895 †STAMFORD, WILLIAM, Kemp Hall, Oxford.
- 1886 †STANLEY, WALMSLEY, M.Inst.C.E., 85 Leigham Court Road, Streatham Hill, S.W.
- 1883 STANMORE, RIGHT HON. LORD, G.C.M.G., Athenæum Club, Pall Mall, S.W.; and The Red House, Ascot.
- 1878 STARKIE, J. G. HAMILTON, M.A., F.S.A. (Scot.), Troqueer Holm, near Dumfries, N.B.
- 1900 †STEAD, ALFRED, Cambridge House, Wimbledon, S.W.
- 1896 STEINTHAL, ANTON E., c/o Messrs. A. Goetz & Co., 20 Bishopsgate Street, E.C.; and 95 Mortimer Street, W.
- 1902 STEPHEN, NOEL CAMPERELL, 61 Stanhope Gardens, S.W.
- 1902 STEPHEN, THOMAS, 28A Basinghall Street, E.C.
- 1898 STEPHENS, JOHN W., Messrs. Lade & Co., 7 Wood Street Square, E.C.
- 1891 STEPHENSON, THOMAS, North Stainley Hall, Ripon.
- 1896 STEVENS, CHARLES W., 16 Great St. Helens, E.C.
- 1903 STEWART, A. L., c/o Messrs. H. S. King & Co., 9 Pall Mall, S.W.
- 1882 STEWART, CHARLES W. A., 21 Cardigan Road, Richmond, S.W.
- 1883 STEWART, EDWARD C., care of Messrs. J. & R. Morison, Blackfriars Street, Perth, N.B.
- 1881 STEWART, ROBERT M., Stoneleigh, Rusthall, Tunbridge Wells.
- 1874 †STIRLING, SIR CHARLES E. F., BART., Glorat, Milton of Campsie, N.B.; and Junior Carlton Club, Pall Mall, S.W.

Year of  
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- 1881 STIRLING, J. ARCHIBALD, 24 *Hereford Square, S.W.*
- 1877 STONE, FREDERICK W., B.C.L., *Holms Hill House, Ridge, Barnet; and 10 New Square, Lincoln's Inn, W.C.*
- 1901 STONE, HERBERT, F.L.S., *Little Hay House, near Lichfield.*
- 1893 STONEHAM, ALLEN H. P., *Messrs. Monkhouse, Stoneham & Co., 28 St. Swithin's Lane, E.C.*
- 1900 STOPFORD, JAMES T. A., 14 *Kensington Square, W.*
- 1875 †STRANGWAYS, HON. H. B. T., *Shapwick, Bridgwater, Somerset.*
- 1873 †STRATHCONA AND MOUNT ROYAL, RIGHT HON. LORD, G.C.M.G. (*High Commissioner for Canada*), 17 *Victoria Street, S.W.*
- 1898 STREET, ARTHUR, 8 *Scrls Street, Lincoln's Inn, W.C.*
- 1880 †STREET, EDMUND, *Brighstone, Newport, Isle of Wight.*
- 1900 STRONGE, W. CECIL, 34 *Westbourne Gardens, Folkestone.*
- 1898 STROYAN, JOHN, M.P., *Saxon Hall, Palace Court, Bayswater, W.*
- 1888 †STRUBEN, FREDERICK P. T., *Kya Lami, Torquay.*
- 1884 STUART, JOHN, F.R.G.S., 20 *Bucklersbury, E.C.*
- 1895 †STUART, COLONEL J. A. M., C.B., C.M.G., *Dalvenie, Banachory, N.B.; and United Service Club, Pall Mall, S.W.*
- 1886 †STUART, WALTER, *Kingledores, Broughton, Peeblesshire.*
- 1887 STURGES, E. M., M.A., *The Coppice, Lower Earley, Reading.*
- 1896 STURT, MAJOR-GENERAL CHARLES S., *Muddiford House, Barnstaple.*
- 1891 SUTTON, ARTHUR WARWICK, *Bucklebury Place, Woolhampton, Berks.*
- 1902 SUTTON, ERNEST P. FOQUET, *Henley Park, Oxon.*
- 1891 SUTTON, LEONARD, *Hillside, Reading.*
- 1896 SUTTON, M. H. FOQUET, *Broad Oak, Reading.*
- 1896 SUTTON, MARTIN J., *Henley Park, Oxon.*
- 1899 SWAIN, WALTER, 177 *Belmont Road, Bolton.*
- 1883 SWANZY, FRANCIS, 147 *Cannon Street, E.C.*
- 1889 †SYKES, GEORGE H., M.A., M.Inst.C.E., *Glencoe, Elmbourne Road, Tooting Common, S.W.*
- 1897 †SYKES, ROBERT D., *The Gables, Leamington Spa.*
- 1902 SYTNER, ALBERT H., 16 *Piccadilly Circus Mansions, 67½ Shaftesbury Avenue, W.*
- 1883 TALBOT, MAJOR-GENERAL THE HON. SIR REGINALD, K.C.B., 12 *Manchester Square, W.*
- 1885 †TALLENTS, GEORGE WM., B.A., 49 *Warwick Square, S.W.*
- 1883 TANGYE, GEORGE, *Heathfield Hall, Handsworth, Birmingham; and 35 Queen Victoria Street, E.C.*
- 1883 TANGYE, SIR RICHARD, *Coombe Ridge, Kingston-on-Thames; and 35 Queen Victoria Street, E.C.*
- 1888 TANNER, J. EDWARD, C.M.G., M.Inst.C.E., 91 *Warwick Road, Earl's Court, S.W.*
- 1895 TATHAM, RALPH H., *Starborough Castle, Edenbridge, Kent.*
- 1879 TAYLOR, E. B. A., C.M.G., 13 *Churchfield Road, Ealing, W.*
- 1891 TAYLOR, HUGH L., 23 *Phillimore Gardens, W.*
- 1888 †TAYLOR, JAMES B., *Sherfield Manor, Basingstoke.*
- 1886 TAYLOR, J. V. ELLIOTT, 14 *Cockspur Street, S.W.; and 6 Heathfield Road, Wandsworth Common, S.W.*



Year of  
Election.

- 1881 †TAYLOR, THEODORE C., M.P., *Sunny Bank, Batley, Yorkshire.*
- 1881 †TAYLOR, W. P., *c/o Messrs. Ansell, Mankiewicz and Tallerman, Warnford Court, E.C.*
- 1898 TEGETHMEIER, CHARLES G., *79 Alleyn Park, West Dulwich, S.E.*
- 1872 †TENNANT, HON. SIR DAVID, K.C.M.G., *39 Hyde Park Gate, S.W.*
- 1896 TERRY, JOHN H., *Elmcote, Barnet.*
- 1896 †TEW, HERBERT S.
- 1898 THOMAS, REV. E. J. MOLLARD, *The Manse, Boston Spa R.S.O., Yorks.*
- 1886 THOMAS, JAMES LEWIS, F.S.A., F.R.G.S., *Thatched House Club, St. James's; and 26 Gloucester Street, Warwick Square, S.W.*
- 1881 THOMAS, JOHN, *18 Wood Street, E.C.*
- 1902 THOMAS, KEITH J., *86 Breakspears Road, Brockley, S.E.*
- 1892 \*THOMPSON, SIR E. MAUNDE, K.C.B., LL.D., *British Museum, W.C.*
- 1888 THOMPSON, E. SYMES, M.D., F.R.C.P., *33 Cavendish Square, W.*
- 1900 THOMPSON, LIEUT.-COLONEL JAMES S., V.D., *33 Barkston Gardens, S.W.*
- 1890 †THOMPSON, SYDNEY, *Wood Dene, Sevenoaks.*
- 1889 THOMSON, ALEXANDER, *Bartholomew House, E.C.*
- 1897 THOMSON, ALEXANDER, *Widmore House, Bromley, Kent.*
- 1872 THORNE, CORNELIUS, *4 Clifton Gardens, Maida Vale, W.*
- 1899 THORNE, GEORGE, *Homeleaze, Atlantic Road South, Weston-super-Mare.*
- 1886 THORNE, WILLIAM, *Messrs. Stuttaford & Co., 11 New Union Street, Moor Lane, E.C.; and Rusdon, Rondebosch, Cape Colony.*
- 1898 †THORNTON, CHARLES, *1 Mount Street, Grosvenor Square, W.*
- 1877 THRUPP, LEONARD W., *10 Anglesea Terrace, St. Leonards-on-Sea.*
- 1882 THWAITES, HAWTREY, *27 Bramham Gardens, S.W.*
- 1891 TILLIE, ALEXANDER, *Maple House, Ballard's Lane, Finchley, N.*
- 1897 TIMSON, MAJOR SAMUEL ROWLAND, V.D., *c/o Messrs. W. Cooper & Nephews, Berkhamsted.*
- 1883 †TINLINC, JAMES MADDER, *Cliffden, Teignmouth.*
- 1892 TIPPETTS, WILLIAM J. B., *27 Trebovir Road, Earl's Court, S.W.; and 11 Maiden Lane, E.C.*
- 1902 TOLEMAN, R. J., *1 Kildare Gardens, Bayswater, W., and 22 Walbrook, E.C.*
- 1882 TOMKINSON, GEORGE ARNOLD, B.A., LL.B., *60 Queen Victoria Street, E.C.*
- 1884 TORLESSE, COMMANDER ARTHUR W., R.N., *7 Sudley Road, Bognor.*
- 1900 TOTTENHAM, HENRY LOFTUS, *1 The Boltons, S.W.*
- 1884 †TOWN, HENRY, *1031 Robson Street, Vancouver, British Columbia.*
- 1897 TOWNEND, THOMAS S., *c/o 'Argus' Office, 80 Fleet Street, E.C.*
- 1892 TOWNSEND, CHARLES, J.P., *St. Mary's, Stoke Bishop, Bristol.*
- 1887 TOZER, HON. SIR HORACE, K.C.M.G. (*Agent-General for Queensland*), *1 Victoria Street, S.W.*
- 1884 †TRAVERS, JOHN AMORY, *Tortington, Arundel.*
- 1902 TRIGG, HENRY STIRLING, *Gorswen, West Hall, Upper Warlingham, Surrey.*
- 1886 TRINDER, OLIVER J., *4 St. Mary Axe, E.C.*
- 1886 TRITTON, J. HERBERT, *54 Lombard Street, E.C.*
- 1903 TROUP, JAMES, *Shedfield Grange, Botley, Hants.*
- 1898 TUDHOPE, HON. JOHN, *Johannesburg Consolidated Investment Co., Lim., 10 Austin Friars, E.C.*
- 1899 TURNER, FREDERICK WM., *The Grange, Paradise Road, Stoke Newington, N.; and 50 Old Broad Street, E.C.*

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- 1885 TURNER, GORDON, *Colonial Bank, 13 Bishopsgate Street, E.C.*  
 1883 TURNER, HON. JOHN H. (*Agent-General for British Columbia*), *Salisbury House, Finsbury Circus, E.C.*  
 1896 TUSTIN, J. E., *A4 The Albany, Piccadilly, W.*  
 1886 TWYNAM, GEORGE E., M.R.C.S.E., L.R.C.P., *31 Gledhow Gardens, South Kensington, S.W.*  
 1898 TYSER, HENRY ERSKINE, *16 Fenchurch Avenue, E.C.*  
 1897 TYSER, WILLIAM H., *16 Fenchurch Avenue, E.C.*
- 1883 †VALENTINE, HUGH SUTHERLAND, *Wellington, New Zealand.*  
 1895 VAN RYN, JACOBUS, *Broad Street House, E.C.*  
 1888 VAUGHAN, R. WYNDHAM, M.Inst.C.E., *Dunmore, St. Catharine's Road, Southbourne, Christchurch, Hants.*  
 1881 †VEENDAM, J. L., M.D., *73 Canfield Gardens, Hampstead, N.W.*  
 1888 VEITCH, JAMES A., *Hambleton House, Selby.*  
 1902 VERDON, ARTHUR, A. M.Inst.C.E., *Belgrave Mansions, Grosvenor Gardens, S.W.; and Conservative Club, St. James's Street, S.W.*  
 1895 VERNON, HON. FORBES G., *Union Club, Trafalgar Square, S.W.*  
 1884 †VINCENT, SIR C. E. HOWARD, K.C.M.G., C.B., M.P., *1 Grosvenor Square, W.*  
 1894 VINCENT, SIR EDGAR, K.C.M.G., M.P., *3 Buckingham Gate, S.W.; and Esher Place, Surrey.*  
 1901 VINCENT, WILLIAM, *Kimberley Waterworks Company, 20 Laurence Pountney Lane, E.C.*  
 1880 VOSS, HERMANN, *Anglo-Continental Guano Works, 15 Leadenhall St., E.C.*  
 1886 VOSS, HOULTON H., *Oriental Club, Hanover Square, W.*
- 1884 WADDINGTON, JOHN, *Ely Grange, Frant, Tunbridge Wells.*  
 1881 WADE, CECIL L., *Middleton House, Longparish, Hants.*  
 1897 WADHAM, WM. JOSEPH, *Fairbourne, Dolgelly.*  
 1894 WALES, H.R.H. THE PRINCE OF, K.G., G.C.M.G., *Marlborough House, S.W.*  
 1886 WALES, DOUGLAS W., *145 Palmerston House, E.C.*  
 1897 WALKER, EDMUND, *65 De Parys Avenue, Bedford.*  
 1876 WALKER, SIR EDWARD NOEL, K.C.M.G., *52 Warwick Road, Earl's Court, S.W.*  
 1897 †WALKER, FRANK, *36 Basinghall Street, E.C.*  
 1895 †WALKER, HENRY DE ROSENBAUGH, *95 Gloucester Place, Portman Square, W.*  
 1901 WALKER, HENRY KERSHAW, *2 Ormonde Terrace, Regent's Park, N.W.*  
 1886 †WALKER, ROBERT J., F.R.G.S., F.R.Hist.S., *Ormidale, Knighton Park Road, Leicester.*  
 1887 WALKER, RUSSELL D., *North Villa, Park Road, Regent's Park, N.W.*  
 1902 WALKER, WILLIAM JAMES, *17 Chesterford Gardens, Hampstead, N.W.*  
 1901 WALKER, WILLIAM S., *Cowhill Tower, Holywood, Dumfries, N.B.*  
 1902 WALL, EDGAR G., *29 Palliser Road, West Kensington, W.*  
 1894 WALLACE, LAWRENCE A., A.M.Inst.C.E., *18 Burnt Ash Hill, Lee, S.E.*  
 1900 WALLACE, PROFESSOR ROBERT, F.L.S., F.R.S.E., *The University, Edinburgh.*

Year of  
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- 1889 WALLACE, T. S. DOWNING, *Heronfield, Potters Bar.*  
 1900 WALLIS, A. E., *Bank of Victoria, 10 King William Street, E.C.*  
 1882 WALLIS, H. BOYD, *Graylands, near Horsham.*  
 1891 WALPOLE, SIR CHARLES G., M.A., *Broadford, Chobham, Woking.*  
 1901 WALTON, JOSEPH, M.P., *Reform Club, Pall Mall, S.W.; and Glenside, Saltburn-by-the-Sea.*  
 1896 WARBURTON, SAMUEL, *152 Bedford Hill, Balham, S.W.*  
 1889 WARING, FRANCIS J., C.M.G., M.Inst.C.E., *Uva Lodge, 49 Mount Avenue, Ealing, W.*  
 1880 WARREN, LIEUT.-GENERAL SIR CHARLES, R.E., G.C.M.G., K.C.B., *10 Wellington Crescent, Ramsgate.*  
 1900 WASON, JOHN CATHCART, M.P., *Belgrave Mansions, Grosvenor Gardens, S.W.; and Reform Club, Pall Mall, S.W.*  
 1885 †WATERHOUSE, LEONARD, *9 Sussex Square, Hyde Park, W.*  
 1896 WATERHOUSE, P. LESLIE, M.A., A.R.I.B.A., *1 Verulam Buildings, Gray's Inn, W.C.*  
 1894 WATKINS, CHARLES S. C., *Ivy Bank, Mayfield, Sussex.*  
 1896 †WATSON, COLONEL CHARLES M., R.E., C.B., C.M.G., *43 Thurloe Square, S.W.*  
 1884 WATSON, WILLIAM COLLING, *10 Lyndhurst Road, Hampstead, N.W.; and 15 Leadenhall Street, E.C.*  
 1887 †WATT, HUGH, *20 Albert Gate, S.W.*  
 1901 WAY, HERBERT L., *Spencer Grange, Yeldham, Halstead, Essex.*  
 1891 WEATHERLEY, CHARLES H., *Messrs. Cooper Bros. & Co., 14 George Street, Mansion House, E.C.*  
 1880 WEBB, HENRY B., *Holmdale, Dorking, Surrey.*  
 1882 WEBB, THE RT. REV. BISHOP ALLEN B., D.D., *The Deanery, Salisbury.*  
 1886 WEBSTER, H. CARVICK, *10 Huntly Gardens, Hillhead, Glasgow.*  
 1896 WEDDEL, PATRICK G., *16 St. Helen's Place, E.C.*  
 1892 WEDDEL, WILLIAM, *16 St. Helen's Place, E.C.*  
 1893 †WELSTEAD, LEONARD, *Oakhurst, Caterham, Surrey.*  
 1869 WEMYSS AND MARCH, RIGHT HON. THE EARL OF, *23 St. James's Place, S.W.*  
 1892 WEST, REV. HENRY M., M.A., *Sacombe Rectory, Ware.*  
 1878 †WESTBY, EDMUND W., *Oxford & Cambridge Club, Pall Mall, S.W.*  
 1875 WESTERN, CHARLES R., *Broadway Chambers, Westminster, S.W.*  
 1896 WESTERN, REV. WILLIAM T., M.A., *Bartlow Rectory, Cambridge.*  
 1897 †WESTRAY, JAMES B., *138 Leadenhall Street, E.C.*  
 1877 WETHERELL, WILLIAM S., *50 Kidderminster Road, Croydon.*  
 1880 WHEATON, HENRY, *19 Beaufort Gardens, S.W.*  
 1888 WHEELER, ARTHUR H., *Ashenground, Hayward's Heath; and Temple Chambers, E.C.*  
 1881 WHITE, LEEDEHAM, *16 Wetherby Gardens, S.W.*  
 1902 WHITE, MAJOR THE HON. ROBERT, *16 Stratton Street, W.*  
 1885 †WHITE, REV. W. MOORE, LL.D., *St. James's Vicarage, Bournemouth.*  
 1897 WHITTLE, JAMES LOWRY, *2 Brick Court, Temple, E.C.*  
 1882 WHYTE, ROBERT, *6 Milk Street Buildings, E.C.*  
 1902 †WHYTOCK, WILLIAM, *Messrs. Fowlie & Boden, 15 Coleman Street, E.C.*  
 1898 WICKHAM, REGINALD W., *Ebley Court, Stroud, Glos.*  
 1899 WICKING, HARRY, *25 Harley House, Marylebone Road, N.W.*

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1885	WIENHOLT, EDWARD, <i>The Weir, Hereford.</i>
1896	†WILKINS, THOMAS, 19 <i>Lyndhurst Road, Peckham, S.E.; and 21 Great St. Helens, E.C.</i>
1889	WILKINSON, RICHARD G., <i>Bank of Adelaide, 11 Leadenhall Street, E.C.</i>
1885	WILLANS, WM. HENRY, 23 <i>Holland Park, W.; and High Cliffe, Seaton, Devon.</i>
1896	WILLATS, HENRY R., 7 <i>Talgarth Road, West Kensington, W.</i>
1883	WILLCOCKS, GEORGE WALLER, M.Inst.C.E., <i>Redthorn, Rodway Road, Roehampton, S.W.</i>
1895	WILLIAMS, HIS HONOUR MR. JUSTICE CONDÉ (of Mauritius), 4 <i>Park Crescent, Worthing.</i>
1895	WILLIAMS, COLONEL ROBERT, M.P., 1 <i>Hyde Park Street, W.; and Bridehead, Dorchester.</i>
1888	WILLIAMS, WALTER E., 6 <i>Raymond Buildings, Gray's Inn, W.C.</i>
1896	WILLIAMS, REV. WATKIN W., <i>St. Augustine's College, Canterbury; and Savile Club, Piccadilly, W.</i>
1889	†WILLIAMSON, ANDREW, 27 <i>Cornhill, E.C.</i>
1887	†WILLIAMSON, JOHN P. G., <i>Rothesay House, Richmond, S.W.</i>
1903	WILLIS, ARTHUR C., <i>Union Bank of Australia, 71 Cornhill, E.C.</i>
1874	WILLS, GEORGE, 3 <i>Chapel Street, Whitecross Street, E.C.</i>
1886	WILLS, JOHN TAYLER, B.A., 23 <i>Savile Row, W.; and 2 King's Bench Walk, Temple, E.C.</i>
1891	WILSON, REV. BERNARD R., M.A., <i>The Vicarage, Portsea, Portsmouth.</i>
1899	†WILSON, D. LANDALE, 59 <i>Mark Lane, E.C.</i>
1901	WILSON, JAMES H. CHARNOCK, <i>King's Leigh, Wembley, N.W.</i>
1886	†WILSON, JOHN, 86 <i>Westmoreland Road, Bromley, Kent.</i>
1881	†WINCHILSEA, RT. HON. THE EARL OF, <i>Harlech, Merioneth.</i>
1902	WING, WILLIAM, 7 <i>North Church Street, Sheffield.</i>
1900	WINGFIELD, SIR EDWARD, K.C.B., 40 <i>Albion Street, Hyde Park, W.</i>
1895	WOLF, WALTER HENRY, c/o Messrs. Jenkin & Phillips, 14 <i>Mincing Lane, E.C.</i>
1868	†WOLFF, RIGHT HON. SIR HENRY DRUMMOND, G.O.B., G.C.M.G., 28 <i>Cadogan Place, S.W.; and Carlton Club, Pall Mall, S.W.</i>
1891	WOOD, ALFRED, <i>The Tyrol, Church Road, Upper Norwood, S.E.</i>
1894	WOOD, GEORGE, <i>The Oaks, Cambridge Road, Teddington.</i>
1902	WOOD, JAMES LEIGH, C.M.G., 225 <i>Ashley Gardens, Westminster, S.W.</i>
1901	WOOD, JAMES SCOTT, <i>Battledown, 2 Mount Park Crescent, Ealing, W.; and Messrs. M. B. Foster &amp; Sons, Ltd., 242 Marylebone Road, N.W.</i>
1899	†WOOD, PETER F., <i>Camden Lodge, Lubbock Road, Chislehurst.</i>
1900	WOOD, THOMAS, 49 <i>Argyle Road, Ealing, W.</i>
1894	WOOD, THOMAS LETT, 41 <i>Cathcart Road, South Kensington, S.W.; United University Club, Pall Mall East, S.W.</i>
1890	WOODALL, CORBET, C.E., 95 <i>Palace Chambers, Westminster, S.W.</i>
1899	WOODHOUSE, ROWLAND B., 30 <i>Mincing Lane, E.C.</i>
1882	†WOODS, ARTHUR, 18 <i>Kensington Garden Terrace, W.</i>
1884	WOODWARD, JAMES E., <i>Berily House, Bickley.</i>
1884	†WOOLLAN, BENJAMIN M., <i>Sherwood Park, Tunbridge Wells.</i>
1890	†WOOLLAN, FRANK M., <i>Ulundi, 11 Langland Gardens, Finchley Road, N.W.</i>
1897	WORSFOLD, W. BASIL, M.A., 2 <i>Pump Court, Temple, E.C.</i>
1903	†WREN, CHARLES H., R.d.c.t., <i>Coniston Road, Muswell Hill, N.</i>

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| 1903 | WRIGHT, ARTHUR G., <i>c/o Messrs. J. Buttery &amp; Co, 7 Mark Lane, E.C.</i>                        |
| 1897 | WRIGHT, LEE, B.A., <i>25 Leadenhall Buildings, E.C.</i>   |
| 1883 | WYLLIE, HARVEY, <i>Balgownie, Blyth Road, Bromley, Kent.</i>  |
| 1896 | WYNDHAM, RT. HON. GEORGE, M.P., <i>35 Park Lane, W.</i>   |
| 1897 | †WYNTER, ANDREW ELLIS, M.D., M.R.C.S., <i>43 Oakfield Road; Clifton Bristol.</i>                    |
|      |   |
| 1888 | YATES, LEOPOLD, <i>Junior Constitutional Club, Piccadilly, W.</i>                                   |
| 1892 | YERBURGH, ROBERT A., M.P., <i>25 Kensington Gore, S.W.</i>  |
| 1868 | YOUL, SIR JAMES A., K.C.M.G., <i>Waratah House, Clapham Park, S.W.</i>                              |
| 1894 | YOUNG, EDWARD BURNEX, <i>Norfolk House, Laurence Pountney Hill, E.C.</i>                            |
| 1869 | †YOUNG, SIR FREDERICK, K.C.M.G., <i>5 Queensberry Place, South Kensington, S.W.</i>                 |
| 1899 | YOUNG, GERALD B., <i>Australian and New Zealand Mortgage Co., 22 Basinghall Street, E.C.</i>        |
| 1897 | YOUNG, JASPER, <i>74 Gloucester Road, South Kensington, S.W.</i>                                    |
| 1888 | YOUNG, COLONEL J. S., <i>13 Gloucester Street, S.W.</i>   |
| 1890 | YUILLE, ANDREW B., <i>53 Nevorn Square, Earl's Court, S.W.; and Bellevue, Bridge of Allan, N.B.</i> |

## NON-RESIDENT FELLOWS.

Year of  
Election.

- 1901 ABADIE, CAPT. G. H. FANSHAWE, *Zungeru, Northern Nigeria.*  
 1889 ABBOTT, DAVID, 470 *Chancery Lane, Melbourne, Victoria.*  
 1884 †ABBOTT, PHILIP WILLIAM, *Kingston, Jamaica.*  
 1895 †ABBEY, HENRY, *Ideal Farm, Sydenham, Natal.*  
 1901 ABBIT, W., B.A., *Berea Academy, Musgrave Road, Durban, Natal.*  
 1883 †ABURROW, CHARLES, F.R.G.S., *P.O. Box 534, Johannesburg, Transvaal.*  
 1899 ACHESON-GRAY, ARTHUR, *Waiwiri, Ashurst, Wellington, New Zealand.*  
 1891 †ACLAND, HENRY DYKE, 145 *Phillip Street, Sydney, New South Wales.*  
 1883 ACTON-ADAMS, WILLIAM, J.P., 149 *Cashel Street, Christchurch, New Zealand.*  
 1897 ACUTT, COTTON, *Connington, Mooi River, Natal.*  
 1893 ACUTT, LEONARD, *Aberfoyle, Tongaat, Natal.*  
 1901 ADAMS, ARTHUR R., *Goodwood, Penang, Straits Settlements.*  
 1901 ADAMS, EDWARD C., M.R.C.S., L.R.C.P., *Assistant Colonial Surgeon, Old Calabar, Southern Nigeria.*  
 1894 ADAMS, PERCY, *Barrister-at-Law, Nelson, New Zealand.*  
 1896 ADCOCK, CHARLES C., *7th Avenue, Bulawayo, Rhodesia.*  
 1896 †ADLAM, JOSEPH C., *P. O. Box 2173, Johannesburg, Transvaal.*  
 1897 †ADLER, HENRY, *P. O. Box 1059, Johannesburg, Transvaal.*  
 1886 ADLER, ISIDOR H., *Mittileweg 162, Harvestehude, Hamburg.*  
 1893 AGAR, WALTER J., *Lawrence Estate, Norwood, Ceylon.*  
 1895 †AGBEBI, REV. MOJOLA, M.A., Ph.D., *Logos, West Africa.*  
 1897 †AINSWORTH, H. S., *Belvedere, Geraldton, Western Australia.*  
 1881 †AIRETH, ALEXANDER, *Durban, Natal.*  
 1890 AITKEN, JAMES, *care of Messrs. Dalgety & Co., Melbourne, Victoria.*  
 1876 AKERMAN, SIR JOHN W., K.C.M.G.  
 1888 ALBRECHT, HENRY B., *Brynbellia, Willow Grange Station, Natal.*  
 1897 ALCOCK, RANDAL J., 460 *Collins Street, Melbourne, Victoria.*  
 1902 ALDOUS, REV. PERCIVAL M., M.A., *Norfolk Island, via Sydney, New South Wales.*  
 1896 †ALEXANDER, ABRAHAM D., *P. O. Box 76, Johannesburg, Transvaal.*  
 1903 ALEXANDER, GEORGE MURRAY, F.R.I.B.A., 51 *Grave Street, Cape Town, Cape Colony.*  
 1902 ALEXANDER, CAPTAIN SCOTT, *New Club, Johannesburg, Transvaal.*  
 1902 ALEXANDER, J. M., c/o Messrs. A. Miller, Brother & Co., *Azim, Gold Coast Colony.*  
 1881 ALISON, JAMES, *Union Club, Sydney, New South Wales.*  
 1897 †ALLAN, HUGH MONTAGUE, *Ravenscraig, Montreal, Canada.*  
 1901 ALLARD, J. H., *Sepau, Kuala Lipis, Pahang, Straits Settlements.*  
 1901 ALLARDYCE, HON. W. L., C.M.G., *Colonial Secretary, Suva, Fiji.*  
 1899 ALLDRIDGE, T. E. LESLIE, *Customs Dept., Accra, Gold Coast Colony.*

Year of  
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- 1883 ALLDRIDGE, T. J., F.R.G.S., F.Z.S., *District Commissioner, Sherbro, West Africa (Corresponding Secretary).*
- 1903 ALLEN, HENRY D., *Francistown, Tati Concessions, Rhodesia.*
- 1883 †ALLEN, JAMES, M.H.R., *Dunedin, New Zealand (Corresponding Secretary).*
- 1882 ALLEN, THAINE, *Kimberley, Cape Colony.*
- 1880 †ALLPORT, WALTER H., C.E., *The Repp, Newmarket P.O., Jamaica.*
- 1900 ALLT, ALLEN B., *Customs Dept., Georgetown, British Guiana.*
- 1892 ALLWOOD, JAMES, *Collector-General, Kingston, Jamaica.*
- 1892 ALSOP, DAVID G. E., *Messrs. Bligh & Harbottle, Flinders Lane, Melbourne, Victoria.*
- 1888 AMPHLETT, GEORGE T., *Standard Bank, Cape Town, Cape Colony.*
- 1892 ANDERSON, C. WILGESS, J.P., *Department of Lands and Mines, Georgetown, British Guiana.*
- 1902 ANDERSON, DANIEL ELIE, M.D., *121 Avenue des Champs Elysées, Paris.*
- 1878 †ANDERSON, DICKSON, *223 Commissioner Street, Montreal, Canada.*
- 1900 ANDERSON, GEORGE C., *13 Praya Central, Hong Kong.*
- 1894 ANDERSON, JAMES, J.P., *Bandarapola, Matale, Ceylon.*
- 1881 †ANDERSON, REV. JAMES F., B.A., B.Sc., B.D., *St. John's, Port Louis, Mauritius.*
- 1901 ANDERSON, MURDOCH, *National Bank, Bloemfontein, Orange River Colony.*
- 1902 †ANDERSON, THOMAS J., M.L.A., *Cape Town, Cape Colony.*
- 1889 ANDERSON, WILLIAM TRAIL, *Kimberley, Cape Colony.*
- 1889 †ANDREW, DUNCAN C., *c/o Union Castle S.S. Co., Cape Town, Cape Colony.*
- 1898 ANDREWS, M. STEWART, *Director of Telegraphs, Accra, Gold Coast Colony.*
- 1891 †ANDREWS, THOMAS, *Rand Club, Johannesburg, Transvaal.*
- 1879 †ANGAS, J. H., J.P., *Collingrove, South Australia.*
- 1900 †ANGUS, GEORGE, *Victoria Club, Maritzburg, Natal.*
- 1893 †ANGUS, JAMES, *32 Elizabeth Street, Sydney, New South Wales.*
- 1897 ANGUS, JAMES, *Assistant Storekeeper-General, Port Louis, Mauritius.*
- 1885 †ANNAND, GEORGE, M.D., *100 William Street, Melbourne, Victoria.*
- 1902 ANSON, EDWARD R., *Stipendiary Magistrate, Georgetown, British Guiana.*
- 1902 ANSON, HON. FRANK C. M., *Treasurer, Lagos, West Africa.*
- 1891 ANTHONISE, JAMES O., *1st Magistrate, Singapore.*
- 1899 ARBOUIN, C., *Samarai, British New Guinea.*
- 1896 ARCHER, HON. F. BISSET, *Treasurer, Bathurst, Gambia.*
- 1902 ARCHER, WILLIAM H. D., *Brickendon, Longford, Tasmania.*
- 1899 ARCHIBALD, HON. JOHN, M.L.C., *Warwick, Queensland.*
- 1899 ARCHIBALD, WILLIAM, *Roxborough, Tobago, West Indies.*
- 1900 ARDERNE, HENRY MATHEW, *P.O. Box 536, Cape Town, Cape Colony.*
- 1900 ARDERNE, HENRY RALPH, *P.O. Box 536, Cape Town, Cape Colony.*
- 1880 ARMBRISTER, HON. WM. E., M.E.C., *Nassau, Bahamas.*
- 1901 ARMBRISTER, PERCY W. D., *Resident Justice, Inagua, Bahamas.*
- 1901 ARMSTRONG W. HARVEY, J.P., *Warrigal Club, Sydney, New South Wales.*
- 1898 ARMSTRONG, CHARLES N., *261 Peel Street, Montreal, Canada.*
- 1889 †ARMSTRONG, GEORGE S., M.L.A., *Inanda, Victoria County, Natal.*
- 1887 ARMYTAGE, BEETRAND, *Melbourne, Victoria.*
- 1881 ARMYTAGE, F. W., *Melbourne, Victoria.*
- 1890 ARNELL, C. C., *524 Ionsdale Street, Melbourne, Victoria.*

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- 1899 ARNOTT, G. W. CAMPBELL, 186 *King Street East, Toronto, Canada.*
- 1896 ARTHUR, ALEXANDER C., *Gisborne, New Zealand.*
- 1901 ARTHUR, HON. CAPTAIN LEONARD R. S., C.M.G., *Colonial Secretary, Accra, Gold Coast Colony.*
- 1877 ARUNDEL, JOHN THOMAS, *South Sea Islands.*
- 1896 ASHE, EVELYN O., M.D., *Kimberley, Cape Colony.*
- 1897 ASPELING, JOHN S., *P. O. Box 193, Johannesburg, Transvaal.*
- 1902 ASPINALL, WALTER F., *Coleman House, Cape Coast, Gold Coast Colony.*
- 1883 ASTLEY, HARVEY EUSTACE, M.D., *St. George's Terrace, Perth, Western Australia.*
- 1896 ASTROP, JOHN H., *P.O. Box 430, Cape Town, Cape Colony.*
- 1880 †ATHERSTONE, GUYBON D., M.Inst.C.E., *Bloemfontein, Orange River Colony.*
- 1900 †ATHERTON, THOMAS W. T., *Ashanti Consols, Ltd., Ashanti, Gold Coast Colony.*
- 1885 †ATKINSON, A. R., 14 *Brandon Street, Wellington, New Zealand.*
- 1899 ATKINSON, HENRY F., *P.O. Box 88, Bulawayo, Rhodesia.*
- 1887 ATKINSON, J. MITTFORD, M.B., *Government Civil Hospital, Hong Kong.*
- 1889 †ATKINSON, R. HOPE (J.P. of N. S. Wales), 332 *South Fourth Avenue, Mount Vernon, New York.*
- 1901 ATLEE, PERCY STEPHENSON, c/o *Ivory Coast Goldfields, Limited, Grand Bassam, Ivory Coast.*
- 1902 †ATTRIDGE, HENRY, *Cape Town, Cape Colony.*
- 1893 †AUBREY, JOHN GEORGE, *Advocate, Rand Club, Johannesburg, Transvaal.*
- 1897 AUSTEN, JOHN, *Gwelo, Rhodesia.*
- 1901 AUSTIN, HENRY BOASE, J.P., *Bloemfontein, Orange River Colony.*
- 1896 AWDEY, JAMES A., *P.O. Box 3123, Johannesburg, Transvaal.*
- 1892 AYERS, FRANK RICHMAN, *Barrister-at-Law, Adelaide, South Australia.*
- 1900 BADOCK, PERCY T., 10 *Timber Street, Maritzburg, Natal.*
- 1883 BADNALL, HERBERT OWEN, J.P., *Resident Magistrate, Montagu, Cape Colony.*
- 1884 †BAGOT, GEORGE, *Plantation Annandale, British Guiana.*
- 1891 †BAGOT, JOHN, *Adelaide Club, South Australia.* \*
- 1889 †BAILEY, ABE, M.L.A., *P.O. Box 50, Johannesburg, Transvaal.*
- 1902 †BAILEY, AMOS, M.L.A., *Woodstock, Cape Town, Cape Colony.*
- 1897 BAILEY, EDWARD T., M.Inst.M.E., *Padang-Sidenpoena, Sumatra.*
- 1901 BAILEY, WILLIAM J. G., *Government Railways, Manila, Philippine Islands.*
- 1894 BAILIE, ALEX. CUMMING, F.R.G.S., *Rand Club, Johannesburg, Transvaal.*
- 1884 BAINBRIDGE, CAPTAIN WILLIAM.
- 1887 †BAIRD, A. REID, *Stock Exchange Club, Melbourne, Victoria.*
- 1896 †BAIRD, ROBERT TWEED, *Kalgoorlie, Western Australia; and Brisbane, Queensland.*
- 1900 BAKER, ALFRED, *Messrs. Mansfield & Co., Singapore.*
- 1898 †BAKER, WILLIAM G., *Musgrave Road, Durban, Natal.*
- 1882 BAKEWELL, JOHN W., *Mount Loftly, Crafers, South Victoria.*
- 1900 BAKEWELL, LEONARD W., *Fitzroy Terrace, Fitzroy, Adelaide, South Australia.*
- 1903 BALE, HIS HONOUR CHIEF JUSTICE SIR HENRY, K.C.M.G., *Ingleisle, Maritzburg, Natal.*



Year of  
Election.

- 1884 †BALFOUR, HON. JAMES, M.L.C., *Tyalla, Toorak, Melbourne, Victoria.*  
 1881 BALL, COMMANDER EDWIN, R.N.R.  
 1903 BALL, THOMAS A., *Darvel Bay, British North Borneo.*  
 1884 †BALLARD, CAPTAIN HENRY, C.M.G., *Durban, Natal.*  
 1887 †BALME, ARTHUR, *Walbundrie, near Albury, New South Wales.*  
 1903 †BAM, J. A., P.O. Box 168, *Cape Town, Cape Colony.*  
 1893 BAM, CAPTAIN PETRUS C. VAN B., *City Club, Cape Town, Cape Colony.*  
 1895 BANDARANAIKE, MAHA MUDALIYAR S. DIAS, C.M.G., *Horogolla, Veyangoda, Ceylon.*  
 1887 BARKART, FREDERICK J., *Georgetown, British Guiana.*  
 1891 †BANKIER, FRANK M., *Laverton P.O., Western Australia.*  
 1898 BANNER, HARMOOD A., *Manchester Fire Assurance Co., 82 Pitt Street, Sydney, New South Wales.*  
 1889 BAPTISTE, GEORGE A., *Stipendiary Magistrate, Rose Belle, Mauritius.*  
 1891 BARBER, CHARLES, J.P. *Civil Service Club, Cape Town, Cape Colony.*  
 1901 †BARBER, GEORGE H., c/o R. J. Endean, Esq., *Claude's Bungalow, Cape Coast, Gold Coast Colony.*  
 1891 BARBER, HILTON, J.P., *Hales Owen, Cradock, Cape Colony.*  
 1900 BARBER, WALTER M., 92 *Langley Avenue, Toronto, Canada.*  
 1903 BARBOUR-JAMES, JOHN A., *Postmaster, Cape Coast, Gold Coast Colony.*  
 1884 BARCLAY, CHARLES J., *Commercial Bank, Hobart, Tasmania.*  
 1892 BARFF, H. E., *Registrar, Sydney University, New South Wales.*  
 1899 BARKEE, HENRY E., *Accra, Gold Coast Colony (Corresponding Secretary).*  
 1895 †BARKLIE, T. W. S., *Inspector of Villages Office, Georgetown, British Guiana.*  
 1902 BARLOW, ALFRED, *Bloemfontein, Orange River Colony.*  
 1899 BARLOW, Rt. Rev. C. G., D.D., *Lord Bishop of Goulburn, Goulburn, New South Wales.*  
 1886 BARNARD, HON. SAMUEL, M.L.C., J.P., *St. Lucia, West Indies.*  
 1895 †BARNES, DOUGLAS D., *Belize, British Honduras.*  
 1887 BARNES, J. F. EVELYN, C.M.G., C.E., *Colonial Engineer and Surveyor-General, Maritzburg, Natal.*  
 1890 †BARNES, ROBERT S. W., A.M.Inst.C.E., *Durban Club, Natal.*  
 1883 †BARNETT, CAPT. E. ALGERNON.  
 1900 BARNETT, FREDERICK J., *Suva, Fiji.*  
 1900 BARR, ALBERT JAMES, 36 *King Street East, Toronto, Canada.*  
 1898 BARRAUT, EDWARD H., *District Officer, Sandakan, British North Borneo.*  
 1891 †BARRETT, CHARLES HUGH, P.O. Box 66, *Pretoria, Transvaal.*  
 1884 †BARRE-SMITH, ROBERT, *Torrens Park, Adelaide, South Australia.*  
 1883 BARRE-SMITH, THOMAS E., *Adelaide, South Australia.*  
 1895 †BARRY, ARTHUR J., *Pretoria Club, Transvaal.*  
 1875 BARRY, SIR JACOB D., *Grahamstown, Cape Colony.*  
 1901 BARRY, WILLIAM H., c/o "Chronicle" office, *Bulawayo, Rhodesia.*  
 1875 BARTER, CHARLES, B.C.L., *Resident Magistrate, The Finish, Maritzburg, Natal.*  
 1902 BARTHOPE, JOHN GRANVILLE, *Silverhope, Rangitikei, New Zealand.*  
 1899 BARTON, ELLIOTT L'ESTRANGE, *Crown Prosecutor, Hawera, New Zealand.*  
 1901 BARTON, F. C. M.  
 1880 BARTON, WILLIAM, *Barrister-at-Law, Trentham, Wellington, New Zealand.*  
 1892 BATCHELOR, FERDINAND C., M.D., *care of Bank of New Zealand, North Dunedin, New Zealand.*

Year of  
Election.

- 1901 BATEMAN, JOHN WESLEY, *Messrs. J. & W. Bateman, Fremantle, Western Australia.*
- 1902 †BATEMAN, PERCY H., *Leeuw River, Ladybrand, Orange River Colony.*
- 1902 BATEMAN, WALTER SLADE, *Prisons Department, Pretoria, Transvaal.*
- 1896 BATES, G. DUDLEY, *Salisbury, Rhodesia.*
- 1897 BATES, RICHARD W., *c/o P.O., Cape Town, Cape Colony.*
- 1882 †BATTLE, FREDERICK, J.P., *Auckland, New Zealand.*
- 1895 BATTY, JAMES A., *P.O. Box 208, Pretoria, Transvaal.*
- 1887 BAYLEY, LIEUT.-COLONEL ARDEN L., *West India Regiment, Bermuda.*
- 1885 †BAYNES, JOSEPH, C.M.G., M.L.A., J.P., *Nels Rest, Upper Umlass, Natal.*
- 1893 BAYNES, WILLIAM, *Settle, Maritzburg, Natal.*
- 1898 †BEALEY, RICHARD NOWELL, *Haldon, Hororata, Canterbury, New Zealand.*
- 1891 BEANLANDS, REV. CANON ARTHUR, M.A., *Christ Church Rectory, Victoria, British Columbia.*
- 1880 BEARD, CHARLES HALMAN, *Nonsuch, Highgate, St. Mary's, Jamaica.*
- 1893 BEAUFORT, HIS HONOUR CHIEF JUSTICE LEICESTER P., M.A., B.C.L., *Fort Jameson, North-Eastern Rhodesia.*
- 1901 BEAUMONT, HON. MR. JUSTICE WILLIAM HENRY, *6 Burger Street, Maritzburg, Natal.*
- 1889 †BECK, CHARLES PROCTOR, *Bloemfontein, Orange River Colony.*
- 1882 †BECK, JOHN, *Adelaide, South Australia.*
- 1886 †BECKETT, THOMAS WM., *Church Street East, Pretoria, Transvaal.*
- 1889 †BEDDY, WILLIAM HENRY, *Fauresmith, Orange River Colony.*
- 1901 BEDFORD, MICHAEL J., *Mossel Bay, Cape Colony.*
- 1877 BERTHAM, WILLIAM H., *Wairarapa, Wellington, New Zealand.*
- 1898 †BEIT, WILLIAM, *Ascot, Toowoomba, Queensland.*
- 1900 BELILIOS, EMANUEL R., C.M.G., *Hong Kong.*
- 1900 BELILIOS, RAPHAEL E., *Barrister-at-Law, Hong Kong.*
- 1902 BELISARIO, GUY A. F., *Australian Club, Sydney, New South Wales.*
- 1897 BELL, ALEXANDER, *Makino, Feilding, Wellington, New Zealand.*
- 1893 BELL, ANTHONY, *Villa Claudia, Territet, Switzerland.*
- 1903 BELL, HON. ARCHIBALD, M.C.P., M.Inst.C.E., *Colonial Civil Engineer, Georgetown, British Guiana.*
- 1896 BELL, FRED, *Durban, Natal.*
- 1896 BELL, F. H. DILLON, *Barrister-at-Law, Wellington, New Zealand.*
- 1898 BELL, G. GERALD, *Public Works Department, Lagos, West Africa.*
- 1902 BELL, HIS HONOUR H. HESKETH, C.M.G., *Government House, Dominica.*
- 1902 †BELL, JAMES EVELYN, *406 California Street, San Francisco.*
- 1886 BELL, JOHN W., C.M.G., *Master of the Supreme Court, Pretoria, Transvaal.*
- 1889 BELL, HON. VALENTINE G., C.M.G., M.L.C., M.Inst.C.E., *Director of Public Works, Kingston, Jamaica.*
- 1895 †BELL, WM. H. SOMERSET, *P.O. Box 578, Johannesburg, Transvaal.*
- 1888 †BELLAMY, HENRY F., A.M.Inst.C.E., F.R.M.S., *Superintendent of Public Works, Selangor, Straits Settlements.*
- 1893 BENINGFIELD, JAMES J., *Durban, Natal.*
- 1901 BENINGFIELD, LT.-COL. R. W., *20 St. Andrew's Street, Durban, Natal.*
- 1894 BENNETT, ALFRED C., M.D., *District Surgeon, Griqua Town, Cape Colony.*
- 1888 †BENNETT, CHRIS., *Rockmore, Sutton Forest, New South Wales.*
- 1885 BENNETT, COURTENAY WALTER, C.I.E., *H.B.M. Consul-General, San Francisco.*

Year of  
Election.

- 1903 BENNETT, RICHARD C., *P.O. Box 967, Johannesburg, Transvaal.*
- 1902 BENNETT, THOMAS RANDLE, *Resident Magistrate, Ladysmith, Natal.*
- 1897 BENNETT, HON. WILLIAM HART, *Colonial Secretary, Stanley, Falkland Islands (Corresponding Secretary).*
- 1896 †BENNIE, ANDREW, *Market Square, Kimberley, Cape Colony.*
- 1901 BENSUSAN, EDGAR V., *M.A.I.M.E., Sekondi, Gold Coast Colony.*
- 1875 BENSUSAN, RALPH, *Cape Town, Cape Colony.*
- 1902 BENTLEY, EDMUND T., *Durban Club, Natal.*
- 1902 BEOR, WILLIAM MICHAEL, *Harriemith, Orange River Colony.*
- 1902 BEESFORD, ARTHUR G. DE LA POER, *Adelaide, South Australia*
- 1901 BERKELEY, HENRY S., *Suva, Fiji.*
- 1903 BERKELEY, HUMPHRY, *Barrister-at-Law, Suva, Fiji.*
- 1900 BERNING, FREDERICK S., *Attorney at-Law, Kokstad, Cape Colony.*
- 1900 †BERRINGTON, EVELYN D., *Ayrshire Gold Mine, Lomagunda, Rhodesia.*
- 1903 BERT, ALBERT J., *P.O. Box 969, Cape Town, Cape Colony.*
- 1897 BERTRAM, BEN, M.D., *Rand Club, Johannesburg, Transvaal.*
- 1901 †BERTRAM, CHARLES FULLER, *Clapton Farm, Thomas River Station, Cape Colony.*
- 1893 BERTRAM, ROBERTSON F., *Rand Club, Johannesburg, Transvaal.*
- 1900 BEST, W. H. G. H., *L.R.C.S.I., L.R.C.P.I., Assistant Colonial Surgeon, Lagos, West Africa.*
- 1901 BESWICK, J. H., *New Kleinfontein Co., Benoni, Transvaal.*
- 1887 †BETHUNE, GEORGE M., *Enmore, East Coast, British Guiana.*
- 1888 †BETTELHEIM, HENRI, *Rand Club, Johannesburg, Transvaal.*
- 1891 †BETTINGTON, J. BRINDLEY, *Brindley Park, Merriwa, New South Wales.*
- 1897 BRYERS, F. W., *P. O. Box 174, Johannesburg, Transvaal.*
- 1895 BIANCARDI, LIEUT.-COLONEL N. GRECH, *M.V.O., A.D.C., The Palace, Malta.*
- 1884 †BICKFORD, WILLIAM, *Adelaide, South Australia.*
- 1901 BIDDLES, FRANK, *Broome, Western Australia.*
- 1881 †BIDEN, A. G., *Port Elizabeth, Cape Colony.*
- 1889 †BIDEN, WILLIAM, *Port Elizabeth, Cape Colony.*
- 1884 BIDWELL, JOHN O., J.P., *Pihautea, Wairarapa, Wellington, New Zealand.*
- 1900 BIGGE, PHILIP MATTHEW, *Mount Brisbane, Esk, Queensland.*
- 1901 BINGHAM, BRIGADIER-GENERAL EDMUND G. H., *R.A., Bombay.*
- 1900 BINNIE, THOMAS I., C.E., *Zomba, British Central Africa.*
- 1895 BIRBECK, JOHN, *P.O. Box 19, Johannesburg, Transvaal.*
- 1877 BIRCH, A. S., *Fitzherbert Terrace, Wellington, New Zealand.*
- 1883 BIRCH, HON. JAMES KORTRIGHT, *Resident Councillor, Malacca, Straits Settlements.*
- 1893 BIRCH, WILLIAM C. CACCIA, *Erewhon, Napier, New Zealand.*
- 1873 BIRCH, W. J., *Erewhon, Napier, New Zealand.*
- 1887 †BIRCH, WILLIAM WALTER, *Georgetown, British Guiana.*
- 1891 BLACK, ERNEST, M.D., *Weld Club, Perth, Western Australia.*
- 1900 BLACK, J. H., *Government Railway, Lagos, West Africa.*
- 1898 †BLACK, STEWART G., *Glenormiston, Noorat, Victoria.*
- 1889 †BLACKBURN, ALFRED L., *Cape Town, Cape Colony.*
- 1899 BLACKMAN, ALEXANDER A., *Muston Street, Mosman, Sydney, New South Wales.*
- 1888 BLACKWOOD, ARTHUR R., *c/o Messrs. Dalgety & Co., Melbourne, Victoria.*
- 1886 BLACKWOOD, ROBERT O., *Melbourne, Victoria.*

Year of  
Election.

- 1888 BLAINE, MAJOR ALFRED E. B., *Heidelberg, Transvaal.*  
 1889 †BLAINE, SIR C. FREDERICK, *Port Elizabeth, Cape Colony.*  
 1889 †BLAINE, HON. HERBERT F., K.C., *Attorney-General, Bloemfontein, Orange River Colony.*  
 1899 BLAIR, DYSON, *Surveyor-General's Office, Colombo, Ceylon.*  
 1884 †BLAIZE, RICHARD BEALE, *Lagos, West Africa.*  
 1888 †BLAKE, H.E. SIR HENRY A., G.C.M.G., *Government House, Hong Kong.*  
 1903 †BLAKELEY, R. H., *P.O. Box 102, Johannesburg, Transvaal.*  
 1896 BLANCHARD, WILLIAM  
 1889 BLAND, R. N., *Collector of Land Revenue, Singapore.*  
 1902 BLANE, WILLIAM, M.I.M.E., *P.O. Box 435, Johannesburg, Transvaal.*  
 1886 BLANK, OSCAR, *Hamburg.*  
 1897 BLELOCH, WILLIAM, *P. O. Box 738, Johannesburg, Transvaal.*  
 1896 BLENKIRON, JAMES E., *Zomba, British Central Africa.*  
 1903 BLICK, GRAHAM T. M.R.C.S., L.R.C.P., *Broome, Western Australia.*  
 1889 †BLOW JOHN JELLINGS.  
 1900 BLYTHE, MAJOR WILLIAM ROBERT, *Napier, New Zealand.*  
 1900 BOAG, J. HAMILTON, *Johannesburg, Transvaal.*  
 1890 †BODY, REV. PROFESSOR C. W. E., D.C.L., *General Theological Seminary, New York.*  
 1890 †BOGGIE, ALEXANDER, *Bulawayo, Rhodesia.*  
 1881 BOIS, FREDERIC W., J.P., *Colombo, Ceylon.*  
 1892 BOIS, STANLEY, *Colombo, Ceylon.*  
 1901 BOLT, WILLIAM JAMES, *High Street, Roslyn, Dunedin, New Zealand.*  
 1898 BOLTON FRED W., *Farleigh Plantation, Mackay, Queensland.*  
 1901 BOLUS, GILHAM, 42 *St. George's Street, Cape Town, Cape Colony.*  
 1879 †BOMPAS, FREDERICK WILLIAM, *P.O. Box 345, Johannesburg, Transvaal.*  
 1896 †BONAR, THOMSON, M.D., 114 *Via de Babuino, Piazza di Spagna, Rome.*  
 1889 BOND, HERBERT W. *Torrington, Toowoomba, Queensland.*  
 1902 BONNER, GEORGE, *San Carlos, Falkland Islands.*  
 1898 BONVTHON, SIR J. LANGDON, M.P., *Adelaide, South Australia.*  
 1891 BOOKER, J. DAWSON, *c/o National Bank of Australasia, Melbourne, Victoria.*  
 1901 BOOTH, CHARLES SPENCER, *Wellington, New Zealand.*  
 1900 BOOTH, FERDINAND ROBERT, *Johannesburg, Transvaal.*  
 1895 BOOTH, KARL E. O., *P.O. Box 1037 Johannesburg, Transvaal.*  
 1896 BOOTH, ROBERT M., *Stipendiary Magistrate, Lautoka, Fiji.*  
 1902 †BORGHESSE, EDWARD C., *c/o Messrs. H. B. W. Russell & Co., Cape Coast, Gold Coast Colony.*  
 1885 †BORTON, JOHN, *Casa Nova, Oamaru, New Zealand.*  
 1896 †BOSS, AARON A., *P.O. Box 562, Johannesburg, Transvaal.*  
 1889 BOTSFORD, CHARLES S., 524 *Queen Street West, Toronto, Canada.*  
 1883 BOTTOMLEY JOHN, *P.O. Box 1366, Johannesburg, Transvaal.*  
 1879 BOUCHERVILLE, A. DE, *Port Louis, Mauritius (Corresponding Secretary).*  
 1883 BOURDILLON, EDMUND, *Park Road, Rondebosch, Cape Colony.*  
 1900 BOURHILL, HENRY, *Groot Olifants River, P.O. Witbank via Pretoria, Transvaal.*  
 1892 †BOURKE, HON. EDMUND F., M.L.C., *Pretoria, Transvaal.*  
 1879 BOURKE, WELLESLEY, 155 *King Street, Kingston, Jamaica.*  
 1892 †BOURNE, E. F. B.

Year of  
Election.

- 1903 BOURNE, HENRY R. M. (*Lieut. 1st Royal Scots*), *Machadodorp, Transvaal.*
- 1887 †BOVELL, HIS HONOUR CHIEF JUSTICE SIR HENRY A., *Georgetown, British Guiana.*
- 1886 BOWELL, SENATOR HON. SIR MACKENZIE, K.C.M.G., *Belleville, Canada.*
- 1882 †BOWEN, HON. CHARLES CHRISTOPHER, M.L.C., *Middleton, Christchurch, New Zealand (Corresponding Secretary).*
- 1886 †BOWEN, WILLIAM, *Kalimna, Balnarring, Victoria.*
- 1903 BOWHILL, JOHN O. MONTGOMERY, *British Central Africa.*
- 1900 †BOWKER, F. G. HINDE, *British American Corporation, Vancouver, British Columbia.*
- 1901 BOWLER, ALLAN, J.P., 414 *Collins Street, Melbourne, Victoria.*
- 1900 †BOWYER-BOWER, T., A.M.Inst.C.E., *Johannesburg, Transvaal.*
- 1893 BOYD-CARPENTER, H., M.A., *Ministry of Public Instruction, Cairo, Egypt (Corresponding Secretary).*
- 1889 BOYLE, H.E. SIR CAVENDISH, K.C.M.G., *Government House, St. John's, Newfoundland.*
- 1881 †BOYLE, MOSES, *Monrovia, Liberia.*
- 1900 BOYLE, WILLIAM HENRY, *Kayiankor, Gold Coast Colony.*
- 1901 †BRACKEN, T. W., *Government Railways, Lagos, West Africa.*
- 1879 BRADFIELD, HON. JOHN L., M.L.C., *Dordrecht, Cape Colony.*
- 1883 BRADFORD, W. K., *Kimberley, Cape Colony.*
- 1897 BRADLEY, BENJAMIN, P. O. Box 2718, *Johannesburg, Transvaal.*
- 1901 BRADSHAW, HERBERT E., *Revue Mine, Panhalanga, Umtali, Rhodesia.*
- 1901 BRADSHAW, J. H., *Abontiakoon, Tarkwa, Gold Coast Colony.*
- 1900 BRAHAM, J. F., *Liberian Rubber Syndicate, Monrovia, Liberia.*
- 1898 BRAIN, HERBERT S., *Customs Dept., Larnaca, Cyprus.*
- 1893 BRAINE, C. DIMOND H., C.E., *Public Works Dept., Port Elizabeth, Cape Colony.*
- 1886 BRANDAY, J. W., *Kingston, Jamaica.*
- 1900 BRATHWAITE, NATHANIEL, *Clerk of the Courts, Toledo, British Honduras.*
- 1902 BRATT, JAMES H. DAYSON, *Local Auditor, Zungeru, Northern Nigeria.*
- 1884 †BRAUD, HON. ARTHUR, M.C.P., *Mon Repos, British Guiana.*
- 1901 †BRAY, EDWARD L., *Tarkwa, Gold Coast Colony.*
- 1899 †BREMNER, ERNEST A., *British Columbia.*
- 1874 BRIDGE, H. H., *Fairfield, Ruataniwha, Napier, New Zealand.*
- 1896 BRIDGES, GEORGE J., *Arim, Gold Coast Colony.*
- 1890 †BRINK, ANDRIES LANGE, P.O. Box 287, *Johannesburg, Transvaal.*
- 1893 BRISTOWE, LINDSAY WM., *Assistant Colonial Secretary, Accra, Gold Coast Colony.*
- 1896 †BRITTEN, THOMAS J., P.O. Box 494, *Johannesburg, Transvaal.*
- 1896 BROAD, ARTHUR J., *Mauritius Assets Co., Port Louis, Mauritius.*
- 1901 BROAD, WALLACE, B.A., F.G.S., *Department of Mines, 111 Bubbling Well Road, Shanghai, China.*
- 1899 BROADRICK, E. G., *Police Magistrate, Singapore.*
- 1888 BRODRICK, ALAN, *Pretoria, Transvaal.*
- 1887 BRODRICK, ALBERT, *Pretoria, Transvaal.*
- 1896 BRODRICK, HAROLD, P.O. Box 3060, *Johannesburg, Transvaal.*
- 1901 BRODRICK, LANCELOT, *Bloemfontein, Orange River Colony.*
- 1899 BROOKMAN, BENJAMIN, JR., *Grenfell Street, Adelaide, South Australia.*
- 1897 BROOKS, GEORGE L., *Superintendent of Police, Freetown, Sierra Leone.*
- 1889 BROOKS, JAMES HENRY, M.R.C.S.E., *Mahé, Seychelles.*

Year of  
Election.

- 1901 BROOME, HENRY ARTHUR, *Resident Magistrate, Ladybrand, Orange River Colony.*
- 1903 BROSTER, CHARLES J., J.P., *Broughton, Molteno, Cape Colony.*
- 1901 BROTHERS, C. J., *Queenstown, Cape Colony.*
- 1892 †BROTHERS, C. M., *Queenstown, Cape Colony.*
- 1901 BROUN, ALFRED FORBES, *Forests Department, Khartum, Sudan.*
- 1901 BROWN, CAPTAIN ANDREW F., *P.O. Box 23, Kimberley, Cape Colony.*
- 1903 BROWN, EDGAR J., M.B., B.S., *Ormonde College, Melbourne, Victoria.*
- 1896 BROWN, EDMUND A. B., *Prye, Province Wellesley, Straits Settlements.*
- 1891 BROWN, CAPTAIN HOWARD, *8 Andrassy Strasse, Buda-Pesth, Hungary.*
- 1896 BROWN, HON. JAMES J., M.C.G., *Receiver-General, Port Louis, Mauritius.*
- 1884 BROWN, JOHN CHARLES, *Durban, Natal.*
- 1888 BROWN, JOHN E., *Glenavon, Somerset East, Cape Colony.*
- 1892 BROWN, J. ELLIS, *Durban, Natal.*
- 1893 BROWN, J. H., M.H.A., *Nassau, Bahamas.*
- 1889 †BROWN, JOHN LAWRENCE, *Methtden, Bowenfels, New South Wales.*
- 1900 †BROWN, JOHN MCLEAVY, C.M.G., *Seoul, Corea.*
- 1894 †BROWN, LESLIE E., *Messrs. Brown & Joske, Suva, Fiji.*
- 1882 †BROWN, MAITLAND, J.P., *Resident Magistrate, Geraldton, Western Australia.*
- 1889 BROWN, HIS HONOUR MR. JUSTICE RICHARD MYLES, *Port Louis, Mauritius.*
- 1890 BROWN, WILLIAM, M.A., M.B., *High Street, Dunedin, New Zealand.*
- 1902 BROWN, CAPTAIN WILLIAM H., *48 St. George's St., Cape Town, Cape Colony.*
- 1902 BROWN, WILLIAM J., *Government Railway Construction, Bo, Sierra Leone.*
- 1892 BROWN, WILLIAM VILLIERS, *Townsville, Queensland.*
- 1902 BROWNE, ARTHUR D., *Sydney, New South Wales.*
- 1895 †BROWNE, EVERARD, *Cororooke, Colac, Victoria.*
- 1880 †BROWNE, HON. C. MACAULAY, C.M.G., M.L.C., *St. George's, Grenada.*
- 1888 BROWNE, LEONARD G., J.P., *Buckland Park, Adelaide, South Australia.*
- 1902 BROWNE, NICHOLAS E., J.P., *Wilberforce Street, Freetown, Sierra Leone.*
- 1895 †BROWNE, SYLVESTER, *Melbourne, Victoria.*
- 1889 †BROWNE, THOMAS L., *Barrister-at-Law, Adelaide Club, South Australia.*
- 1897 BROWNELL, WILLIAM P., *Liverpool Street, Hobart, Tasmania.*
- 1884 BRUCE, H.E. SIR CHARLES, G.C.M.G., *Government House, Port Louis, Mauritius.*
- 1889 †BRUCE, GEORGE.
- 1890 †BRUCE, J. R. BAXTER, *20 Bridge Street, Sydney, New South Wales.*
- 1900 BRUCE, ROBERT HUNTER, *Amoy, China.*
- 1886 †BRUNNER, ERNEST AUGUST, M.L.A., J.P., *Eshowe, Natal.*
- 1895 BRUNTON, JOHN SPENCER, *Sydney, New South Wales.*
- 1896 BRYANT, ALFRED, *Standard Bank, Cape Town, Cape Colony.*
- 1893 †BRYANT, ALFRED T., *Inspector of Schools, Singapore.*
- 1897 †BRYANT, JOSEPH, J.P., *Mount Magnet, via Geraldton, Western Australia.*
- 1898 BYDONE, THOMAS, J.P., *Dunedin, New Zealand.*
- 1880 BUCHANAN, HON. SIR E. JOHN, *Judge of the Supreme Court, Cape Town, Cape Colony.*
- 1883 BUCHANAN, WALTER CLARKE, M.H.R., *Wairarapa, Wellington, New Zealand.*
- 1886 †BUCHANAN, W. F., J.P., *Union Club, Sydney, New South Wales.*
- 1899 BUCKLAND, JOHN MORTIMER, *Rand Club, Johannesburg, Transvaal.*
- 1899 BUCKLAND, LIEUT. VIRGOE, R.N.R., *Old Calabar, Southern Nigeria.*
- 1897 BUCKLE, ATHANASIOS, J.P., *Carlton House, Freetown, Sierra Leone.*

Year of  
Election.

- 1897 BUCKLEY, G. A. McLEAN, *Lagmhor, Ashburton, New Zealand.*  
 1889 †BUCKLEY, MARS, J.P., *Beaulieu, Toorak, Melbourne, Victoria.*  
 1891 BUDD, JOHN CHAMBER, *Chartered Bank of India, Yokohama, Japan.*  
 1901 BULL, CHARLES, *Feilding, New Zealand.*  
 1897 †BULLEN, WM. ALFRED, *Star Life Assurance Society, Cape Town, Cape Colony.*  
 1881 BULLER, SIR WALTER L., K.C.M.G., F.R.S., *Wellington, New Zealand.*  
 1881 \*BULT, C. MANGIN, *Estella, Roslyn Street, Darlinghurst, Sydney, New South Wales.*  
 1902 BURBANK, JOHN E., *c/o Union Bank of Australia, Melbourne, Victoria.*  
 1892 BURBURY, EDWARD P., *New Zealand Loan and Agency Co., Oamaru, New Zealand.*  
 1899 BURDON, MAJOR J. ALDER, M.A., F.R.G.S., *Resident, Sokoto Province, Northern Nigeria.*  
 1888 BURGESS, HON. W. H., *Hobart, Tasmania.*  
 1884 †BURKINSHAW, JOHN, *Singapore.*  
 1895 BURNIE, JOHN D., *Howmains, Nirranda, Warrnambool, Victoria.*  
 1903 BURRELL, PERCY, *Fielding, New Zealand.*  
 1903 BURROWS, DONALD, L.R.C.P., L.R.C.S., *Moyamba, Ronietta, Sierra Leone.*  
 1885 †BURSTALL, BRYAN C., *Melbourne, Victoria.*  
 1894 BURT, ALBERT HAMILTON, M.R.C.S.E., L.R.C.P., *Port of Spain, Trinidad.*  
 1903 BURT, JOHN REID, *Dunedin, New Zealand.*  
 1882 BURT, HON. SEPTIMUS, K.C., M.L.A., *Perth, Western Australia.*  
 1892 BUSBY, ALEXANDER, J.P., *Cassilis, New South Wales.*  
 1893 BUSH, ROBERT E., *Clifton Downs, Gascoyne, Western Australia.*  
 1903 BUSK, CHARLES W., *Nelson, British Columbia.*  
 1901 †BUSS, REV. ARTHUR C., M.A., *The Club, Limassol, Cyprus.*  
 1900 BUSSELL, W. M.  
 1889 BUSBY, FRANK H., *Johannesburg, Transvaal.*  
 1886 BUTLER, HENRY, 248 *Flinders Street, Melbourne, Victoria.*  
 1900 BUTLER, RICHARD HARDING, 349 *Collins Street, Melbourne, Victoria.*  
 1903 BUTLER-WRIGHT, WILLIAM, *Government Railway, Lagos, West Africa.*  
 1888 BUTT, J. M., *Bank of New Zealand, Auckland, New Zealand.*  
 1900 BUTTERTY, JOHN A., *Johannesburg, Transvaal.*  
 1882 †BUTTON, FREDERICK, *Durban, Natal.*  
 1898 BUTTON, HEDLEY L. W., *Brisbane Street, Launceston, Tasmania (Corresponding Secretary).*  
 1902 BYRDE, F. T., *Abbontiakoon Mines, Lim., via Sekondi, Gold Coast Colony.*  
 1893 †CACCIA, ANTHONY M., *Jubalpor, Central Provinces, India.*  
 1902 CADELL, WILLIAM T., *Deepwater Station, New England, New South Wales.*  
 1892 †CAIN, WILLIAM, *South Yarra, Melbourne, Victoria.*  
 1878 †CAIRNCROSS, JOHN, J.P., *De Hoop, Somerset West, Cape Colony.*  
 1879 CALDECOTT, HARRY S., *P.O. Box 574, Johannesburg, Transvaal.*  
 1899 CALDER, CHARLES W., *Inverary, Inverell, New South Wales.*  
 1884 CALDER, WILLIAM HENDERSON, *Ravelston, St. Kilda, Melbourne, Victoria.*  
 1890 CALDICOTT, HARVEY, C. E., *Public Works Department, Seremban, via Singapore.*  
 1883 CALLCOTT, JOHN HOPE, I.S.O.  
 1893 CAMERON, ALLAN, *Rand Club, Johannesburg, Transvaal.*  
 1902 CAMERON, HANISH S., *Ukuwela Estates Co., Lim., Ukuwela, Ceylon.*

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- 1900 CAMERON, WILLIAM M., *Advocate, P.O. Box 3, Maritzburg, Natal.*  
 1874 CAMPBELL, A. H., *17 Manning Arcade, Toronto, Canada.*  
 1899 CAMPBELL, HON. ARCHIBALD M., M.L.C., *Durban, Natal.*  
 1902 CAMPBELL, DAVID WM., *Messrs. Elder, Dempster & Co., Montreal, Canada.*  
 1890 CAMPBELL, JAMES P., *Barrister-at-Law, Featherston Street, Wellington, New Zealand.*  
 1900 CAMPBELL, JOHN, L.R.C.S.I., L.R.C.P.I., *Bandan, British North Borneo.*  
 1897 CAMPBELL, JOHN MORROW, B.Sc., F.C.S., F.R.G.S., *Azim, Gold Coast Colony.*  
 1896 †CAMPBELL, HON. MARSHALL, M.L.C., *Mount Edgecumbe, Natal.*  
 1893 CAMPBELL-JOHNSTON, AUGUSTINE, *Garvanza, California, U.S.A.*  
 1900 CAMPBELL-JOHNSTON, HARRY F., *Rand Club, Johannesburg, Transvaal.*  
 1902 CANNING, ARTHUR R., *Bulawayo, Rhodesia.*  
 1886 CAPE, ALFRED J., *Karoola, Edgecliff Road, Sydney, New South Wales.*  
 1897 CAPPER, H. H., *"Times" Office, Colombo, Ceylon.*  
 1899 CARDEN, JOHN CECIL, *Messrs Blaine & Co., Port Elizabeth, Cape Colony.*  
 1897 CARDEN, THOMAS F., *British Columbia Mercantile and Mining Syndicate, Cascade City, British Columbia.*  
 1877 CARGILL, EDWARD B., *Dunedin, New Zealand.*  
 1895 CARGILL, H. E., *Dejoo Valley Tea Estate, Nowgong, Assam, India.*  
 1889 †CARGILL, HENRY S., *Quamichan, Vancouver's Island, British Columbia.*  
 1889 †CARGILL, WALTER, *care of Bank of New Zealand, Dunedin, New Zealand.*  
 1897 CARLISLE, TOM FFENNELL, H.B.M. Legation, *Bangkok, Siam.*  
 1898 CARMODY, P., F.I.C., F.C.S., *Government Analyst, Port of Spain, Trinidad (Corresponding Secretary).*  
 1897 CARR, C. E., *Exploration Company, Freetown, Sierra Leone.*  
 1886 †CARR, MARK WM., M.Inst.C.E., *Bella Vista, Grand Boulevard de Cimiez, Nice, France.*  
 1897 CARR, WM. ST. JOHN, P.O. Box 130, *Johannesburg, Transvaal.*  
 1894 CARRICK, ALEXANDER, *Canterbury Club, Christchurch, New Zealand.*  
 1890 CARRINGTON, GEORGE, F.C.S., *Carrington, Barbados.*  
 1884 †CARRUTHERS, DAVID, *East Demerara Water Commission, Georgetown, British Guiana.*  
 1891 CARRUTHERS, GEORGE F., 453 *Main Street, Winnipeg, Canada.*  
 1886 CARTER, CHARLES CLAUDIUS, J.P., *General Post Office, Melbourne, Victoria.*  
 1878 CARTER, H.E. SIR GILBERT T., K.C.M.G., *Government House, Nassau, Bahamas.*  
 1899 †CARUANA-GATTO, CONTINO A., B.A., LL.D., *Assistant Crown Advocate, 59 Strada Levante, Valletta, Malta.*  
 1878 CASEY, HON. J. J., C.M.G., K.C., *Ibrickane, Acland Street, St. Kilda, Melbourne, Victoria.*  
 1901 CASHEL, CAPTAIN ROWAN, *Bulawayo, Rhodesia.*  
 1895 †CASTALDI, EVARISTO, 171 *Strada Mercanti, Valletta, Malta.*  
 1893 CASTENS, EMIL, *Port Elizabeth, Cape Colony.*  
 1886 CATON, GEORGE C., *Kimberley, Cape Colony.*  
 1893 CATTO, JOHN, *Memsie, Bridgewater-on-Loddon, Victoria.*  
 1888 †CENTENO, LEON, *Port of Spain, Trinidad.*  
 1887 CHABAUD, JOHN A., *Attorney-at-Law, Port Elizabeth, Cape Colony.*  
 1882 †CHADWICK, ROBERT, *Camden Buildings, 418 George Street, Sydney, New South Wales.*  
 1893 \*CHAILLEY-BERT, JOSEPH, 44 *Chaussee d'Antin, Paris.*



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- 1898 CHALMERS, ALBERT J., M.D., F.R.C.S., *Medical College, Colombo, Ceylon.*
- 1892 CHALMERS, NATHANIEL, *Valeci, Savu Savu, Fiji.*
- 1902 CHALMERS, NATHANIEL, JUN., A.M.Inst.C.E., *Amabele-Butterworth Railway, Komgha, Eastern Province, Cape Colony.*
- 1901 CHALMERS, THOMAS A., L.R.C.P. L.R.C.S., c/o Messrs. A. Müller, Brother & Co., *Sekondi, Gold Coast Colony.*
- 1902 †CHAMBERS, ARTHUR F., *British Consulate-General, San Francisco.*
- 1898 CHAMBERS, ARTHUR LEO, *Gwelo, Rhodesia.*
- 1886 CHAMBERS, JOHN RATCLIFFE, *St Kitts, West Indies.*
- 1902 †CHAMBERLAYNE, MAJOR TANKERVILLE J., *Nicosia, Cyprus.*
- 1902 CHAMPION, CHARLES WM *Bloemfontein, Orange River Colony.*
- 1899 †CHAPLIN, THOMAS W., 53 *Havelock St., Port Elizabeth, Cape Colony.*
- 1890 CHAPMAN, CHARLES W., 39 *Queen Street, Melbourne, Victoria.*
- 1897 CHAPMAN, H. B. H., M.Inst.C.E.
- 1903 CHARTERS, GEORGE H. B. S., *Cinnamon Bippo, Turkwa, Gold Coast Colony.*
- 1881 CHASTELLIER, PIERRE L., K.C., *Port Louis, Mauritius*
- 1886 CHATER, HON. SIR C. PAUL, C.M.G., M.L.C., *Hong Kong.*
- 1889 †CHAYTOR, JOHN C., *Tuamarina, Picton, New Zealand.*
- 1883 †CHEESMAN, ROBERT SUCKLING, *St. Vincent, West Indies.*
- 1902 CHEERMSIDE, H. E., MAJOR-GENERAL SIR HERBERT C., G.C.M.G., C.B., *Government House, Brisbane, Queensland.*
- 1899 CHERRY, JAMES W *Public Works Dept., Accra, Gold Coast Colony.*
- 1896 CHESTERTON, LEWIS B., *Rand Club, Johannesburg, Transvaal.*
- 1896 †CHEWINGS, CHARLES, PH.D., F.G.S., *Albany, Western Australia.*
- 1874 †CHINTAMON, HURRYCHUND.
- 1887 CHISHOLM, JAMES H., *Market Square, Kimberley, Cape Colony.*
- 1880 †CHISHOLM, W., *Kimberley, Cape Colony.*
- 1898 CHOLDS, CAPTAIN FREDERICK J., F.R.G.S., *Ordnance Store Offices, Scott Street, Maritzburg, Natal.*
- 1897 CHRISP, CAPTAIN THOMAS, *Gisborne, New Zealand.*
- 1896 CHRISTIAN CHARLES, *Famagusta, Cyprus.*
- 1876 †CHRISTIAN HENRY B., *Port Elizabeth, Cape Colony (Corresponding Secretary).*
- 1884 †CHRISTIAN, OWEN SMITH, *Port Elizabeth, Cape Colony.*
- 1888 CHRISTISON, ROBERT, *Lammermoor, Hughenden, Queensland.*
- 1889 †CHURCHILL, FRANK F., M.L.A., *Wyebank, Natal.*
- 1901 †CHURCHILL, FRASER E *Brymedura, Manildra, New South Wales.*
- 1884 CHURCHILL, HON. CAPTAIN JOHN SPENCER, C.M.G., *Colonial Secretary, Nassau, Bahamas.*
- 1903 CLARK, ARCHIBALD McCOSH, *Auckland, New Zealand.*
- 1902 †CLARK, CHARLES CRABB, 424 *Point Road, Durban, Natal.*
- 1902 †CLARK, DOUGLAS, *Senekal Orange River Colony.*
- 1902 CLARK, FRANCIS W., M.D., *Medical Officer of Health, Hong Kong.*
- 1889 †CLARK, GOWAN C. S., C.M.G., *Government Railways, Cape Town, Cape Colony.*
- 1889 CLARK, JAMES A. R., *care of Messrs. Dalgety & Co., Melbourne, Victoria.*
- 1896 CLARK, JOHN MURRAY, K.C., M.A., LL.B., 16 *King Street West, Toronto, Canada.*
- 1902 CLARK, ROBERT DOUGLAS, M.A., *Barrister-at-Law, Maritzburg, Natal.*
- 1882 †CLARK, MAJOR WALTER J., *Melbourne Club, Melbourne, Victoria.*

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- 1880 CLARK, WILLIAM.
- 1900 †CLARKE, A. RUTTER, *Universal Buildings, Grenfell Street, Adelaide, South Australia.*
- 1885 †CLARKE, ALFRED E., *Coldblo', Malvern, Melbourne, Victoria.*
- 1901 †CLARKE, ALISTER T. R., C.E., *Government Railway, Beaufort, British North Borneo.*
- 1887 CLARKE, HIS HONOUR CHIEF JUSTICE SIR FIELDING, *Kingston, Jamaica.*
- 1903 †CLARKE, H.E. GENERAL SIR CHARLES MANSFIELD, BART., G.C.B., G.C.V.O., *The Palace, Malta.*
- 1890 CLARKE, H.E. COLONEL SIR GEORGE SYDENHAM, R.E., K.C.M.G., F.R.S., *Government House, Melbourne, Victoria.*
- 1886 CLARKE, HIS HONOUR COLONEL SIR MARSHAL J., R.A., K.C.M.G., *Resident Commissioner, Salisbury, Rhodesia.*
- 1902 CLARKE, WM. WYCLIFFE, J.P., c/o W. J. Donnelly, Esq., 257 George Street, *Sydney, New South Wales.*
- 1895 CLAYTON, ARTHUR G., *Colonial Secretariat, Colombo, Ceylon.*
- 1888 †CLEVELAND, FRANK, *Balingup, Western Australia.*
- 1900 CLEVELAND, ROBERT A., M.R.C.S., L.R.C.P., *District Medical Officer, Nicosia, Cyprus.*
- 1882 CLIFFORD, SIR GEORGE HUGH, BART., *Stonyhurst, Christchurch, New Zealand.*
- 1896 CLIFFORD, HON. HUGH, C.M.G., *British Resident, Pahang, Straits Settlements.*
- 1900 CLINGAN, GEORGE W., M.D., *Virden, Manitoba, Canada.*
- 1898 †CLUCAS, EVAN C., J.P., *Kia Ora, North Adelaide, South Australia.*
- 1888 COATES, JOHN, 285 Collins Street, *Melbourne, Victoria.*
- 1897 COCHRAN, S. R., *St. Julien Estate, Mauritius.*
- 1889 COCK, CORNELIUS, J.P., *Peddie, Cape Colony.*
- 1884 COCKBURN, ADOLPHUS, *Bluefields, Nicaragua (viâ Grey Town).*
- 1881 COCKBURN, SAMUEL A., *Cape Gracias à Dios, Nicaragua (viâ Grey Town).*
- 1880 CODD, JOHN A., *Toronto, Canada.*
- 1894 CODRINGTON, ROBERT, *Fort Jameson, North-Eastern Rhodesia.*
- 1902 COGHILL, WILLIAM H., *African Banking Corporation. Queenstown, Cape Colony.*
- 1897 COHEN, ABNER, J.P., *Krugersdorp, Transvaal.*
- 1897 COHEN, ALFRED, P.O. Box 269, *Salisbury, Rhodesia.*
- 1895 COHEN, H. HIRSCHL, c/o Banco de Londres y Mejico, *Mexico City, Mexico.*
- 1888 †COHEN, NAPH. H., P.O. Box 1892, *Johannesburg, Transvaal.*
- 1883 COHEN, NEVILLE D., care of Messrs. D. Cohen & Co., *Maitland West, New South Wales.*
- 1902 COKER, WILLIAM Z., *Kumasi House, Cape Coast, Gold Coast Colony.*
- 1897 COLE, NICHOLAS, *West Cloven Hills, Camperdown, Victoria.*
- 1894 COLE, WM. O'CONNOR, 11 Soldier Street, *Freetown, Sierra Leone.*
- 1902 COLEMAN, ALFRED J., 26 Long Street, *Cape Town, Cape Colony.*
- 1892 †COLEMAN, JAMES H., *Waititirau, Napier, New Zealand.*
- 1900 COLEMAN, WILLIAM DIGBY, *Zeehan, Tasmania.*
- 1903 COLLET, WILFRED, C.M.G., *District Commissioner, Nicosia, Cyprus.*
- 1900 COLLEY, CAVENDISH L., *Adelaide Club, South Australia.*
- 1898 †COLLIER, HERBERT, *Werndew, Irving Road, Toorak, Melbourne, Victoria.*
- 1892 †COLLIER, JENKIN, *Werndew, Irving Road, Toorak, Melbourne, Victoria; and Australian Club.*

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- 1885 COLLINS, ERNEST E., *Reuter's Telegram Co., Lim., Sydney, New South Wales.*  
 1902 †COLLINS, HARRY, *Club Street, Maritzburg, Natal.*  
 1900 COLLINS, HENRY M., *Reuter's Telegram Co., Melbourne, Victoria.*  
 1902 COLLINS, JAMES A., *Registrar of the High Court, Bloemfontein, Orange River Colony.*  
 1897 COLLINS, WILLIAM FRANCIS, *P.O. Box 170, Coolgardie, Western Australia.*  
 1880 COLLYER, HON. WILLIAM R., M.A., I.S.O., *Attorney-General, Singapore.*  
 1894 COLQUHOUN, ARCHIBALD R.  
 1903 COLQUHOUN, DANIEL, M.D., *Dunedin, New Zealand.*  
 1884 †COLQUHOUN, ROBERT A., *Heidelberg, Transvaal.*  
 1876 COMMISSIONS, HON. W. S., K.C., M.E.C., *St. George's, Grenada.*  
 1898 CONIGRAVE, B. FAIRFAX, *5 Ingle Chambers, Hay St., Perth, Western Australia.*  
 1898 †CONLAY, WM. LANCE, *Pekan, Pahang, Straits Settlements.*  
 1881 CONNOLLY R.M., *P.O. Box 2526, Johannesburg, Transvaal, and Kimberley Club, Cape Colony.*  
 1898 CONWAY, ALEXANDER, J.P., *c/o G. H. Bethune, Featherston Street, Wellington, New Zealand.*  
 1898 CONWAY THOMAS J., *Discove, Gold Coast Colony.*  
 1902 †COOCH BEHAR, HIS HIGHNESS THE MAHARAJAH OF, G.C.I.E., C.B., *Cooch Behar, India.*  
 1891 COOK, E. BOYER, J.P., *Thornhill, Herbert, Cape Colony.*  
 1903 COOK, FREDERICK J. *Harbour Board, Port Elizabeth, Cape Colony.*  
 1885 COOKE, JOHN, *Australian Club, Melbourne, Victoria.*  
 1889 COOLEY, WILLIAM, *Town Clerk, Durban, Natal.*  
 1895 †COOPER, J. C. JESSER, *Bulawayo Club, Rhodesia.*  
 1895 COOPER, ARNOLD W., J.P., F.R.M.S., *Richmond, Natal.*  
 1890 COOPER, HON. MR. JUSTICE POPE A., *Brisbane, Queensland.*  
 1900 COPELAND, HON. HENRY, *Sydney, New South Wales.*  
 1900 COPLAND-CRAWFORD, W. E. B., *District Commissioner, Warri, Southern Nigeria.*  
 1900 COPLAND, CHARLES A., *Director of Public Works, Freetown, Sierra Leone.*  
 1902 COPLEY, WM. DAWN, *P.O. Box 260, Bulawayo, Rhodesia.*  
 1902 †CORBET, EVERARD P., *Dargle Road, Natal.*  
 1897 CORDER, FREDERICK H. S., *P.O. Box 1449, Johannesburg, Transvaal.*  
 1901 CORDEROY, JOHN W., *P.O. Box 22, Kokstad, East Griqualand, Cape Colony.*  
 1902 †CORDNER, E. J. K., *Old Calabar, Southern Nigeria.*  
 1889 †CORDNER-JAMES, JOHN H., A.M.Inst.C.E., *P.O. Box 1156, Johannesburg, Transvaal.*  
 1882 CORK, HON. PHILIP C., *Colonial Secretary, Belize, British Honduras.*  
 1892 CORNER, CHARLES, A.M.Inst.C.E., *District Engineer, Rhodesia Railway, Gwelo, Rhodesia.*  
 1896 CORNISH-BOWDEN, ATHELSTAN H., *Surveyor-General's Office, Cape Town, Cape Colony.*  
 1883 CORNWALL, MOSES, J.P., *Kimberley, Cape Colony.*  
 1902 CORT, JAMES E., *Arim, Gold Coast Colony.*  
 1901 CORYNDON, R. T., *Administrator, Lialui, North-Western Rhodesia.*  
 1902 COTTON, E. P., *Commissioner of Lands, Lagos, West Africa.*  
 1902 COTTON, JOHN W., *Hornsby, New South Wales.*  
 1886 COTTELL, HENRY E. P.

Year of  
Election.

- 1895 †COULDERY, WILLIAM H., J.P., *c/o Royal Bank of Queensland, Brisbane, Queensland.*
- 1895 COUPER, JOHN L., *Natal Bank, Durban, Natal.*
- 1901 COURAGE, FRANK, *Amberley, Christchurch, New Zealand.*
- 1880 COURTNEY, JOHN M., C.M.G., I.S.O., *Deputy Finance Minister, Ottawa, Canada.*
- 1889 COUSSENS, R. LEWIS, *P.O. Box 1161, Johannesburg, Transvaal.*
- 1883 \*COWDEROY, BENJAMIN, *60 Market Street, Melbourne, Victoria.*
- 1903 COWEN, CHARLES, SENIOR, *Johannesburg, Transvaal.*
- 1895 COWERN, WILLIAM, *Hawera, New Zealand.*
- 1889 †COWIE, ALEXANDER, *Port Elizabeth, Cape Colony.*
- 1896 †COWLEY, W. H., *care of General Post Office, Colombo, Ceylon.*
- 1902 COWLIN, HERBERT A., *Messrs. J. Holt & Co., Lagos, West Africa.*
- 1899 COWPER, CHARLES, J.P., *Sydney, New South Wales.*
- 1902 COWPER, SYDNEY, C.M.G., *Prime Minister's Office, Cape Town, Cape Colony.*
- 1882 COX, HIS HONOUR CHARLES T., C.M.G., *Government House, St. Kitts.*
- 1896 COX, GEORGE CURLING, *"Daily Press" Office, Hong Kong.*
- 1901 †COX, GEORGE LIONEL, *Ouvah Kellie, Lindula, Ceylon.*
- 1902 COX, SENATOR HON. GEORGE A., *Toronto, Canada.*
- 1902 COX, HERBERT C., *Canada Life Assurance Co., Toronto, Canada.*
- 1901 COX, JAMES T., *Port Elizabeth, Cape Colony.*
- 1897 COX, HIS HONOUR CHIEF JUSTICE SIR LIONEL, *Singapore.*
- 1902 COX, SYDENHAM E. S., *Buffelsdoorn Estate and Gold Mining Co., Klerksdorp, Transvaal.*
- 1902 COX, WILLIAM E., *Grand Hotel, Cape Town, Cape Colony.*
- 1887 †CRAFTON, RALPH C., *Bulkeley Station, Ramleh, Alexandria, Egypt (Corresponding Secretary).*
- 1892 †CRAIGEN, WILLIAM, *Georgetown, British Guiana.*
- 1897 CRAMER, HERMANN J., *Punta Gorda, British Honduras.*
- 1897 CRAN, JAMES M., M.B., C.M., *Belize, British Honduras.*
- 1890 CRANSWICK, WILLIAM F., J.P., *P.O. Box 76, Kimberley, Cape Colony (Corresponding Secretary).*
- 1901 †CRABT, WM. SAMUEL, *Maritzburg, Natal.*
- 1900 CRASTER, EDWARD E., *L.R.C.P., L.R.C.S.*
- 1890 †CRAWFORD, HON. ALFRED J., M.L.C. J.P., *Newcastle, Natal.*
- 1875 CRAWFORD, LIEUT.-COLONEL JAMES D., *Lachine, Quebec, Canada.*
- 1899 CRAWFORD, WILLIAM, *423 Little Collins Street, Melbourne, Victoria.*
- 1884 †CREWELL, JACOB, *P.O. Box 469, Johannesburg, Transvaal.*
- 1890 CRESSALL, PAUL.
- 1902 CROAKER, FREDERICK W., *Walkallow, Quirindi, New South Wales.*
- 1901 CROFTS, CHARLES J., *M.Inst.C.E., Point, Natal.*
- 1896 †CROGHAN, JOHN G., M.D., *District Surgeon, Klipdam, Griqualand West, Cape Colony.*
- 1896 CROMBIE, FRANK E. N., *Northern Club, Auckland, New Zealand.*
- 1901 CROSBIE, GILBERT S., *Petrolia, Ontario, Canada.*
- 1901 †CROSBIE, ROBERT, M.L.A., *Rondebosch, Cape Colony.*
- 1898 CROSBY, CAPTAIN ARTHUR J., *c/o Standard Bank, Durban, Natal.*
- 1885 †CROSBY, HON. WILLIAM, M.L.C., *Hobart, Tasmania.*
- 1896 CROSBY, WILLIAM, *P.O. Box 551, Johannesburg, Transvaal.*

Year of  
Election.

- 1891 †CROSS, JOHN WM., J.P., R.M., *The Residency, Stanger, Natal.*  
 1898 CROSSE, THOMAS, *Woodland, Hastings, Hawkes Bay, New Zealand.*  
 1899 CROSTHWAITE, PONSONBY M., C.E., *Cyprus.*  
 1886 CRUMP, G. CRESSWELL, *Melton, Gourie Junction, Darling Downs, Queensland.*  
 1901 CUBITT, CAPTAIN THOMAS A., R.A., *Zungeru, Northern Nigeria.*  
 1887 CUDDEFORD, WILLIAM, *Auditor, St. George's, Grenada.*  
 1901 CULLEN, COMMANDER PERCY, C.M.G., R.N.R., *Fort Johnston, British Central Africa.*  
 1884 †CULMER, JAMES WILLIAM, M.H.A., *Nassau, Bahamas.*  
 1899 CULPEPER, SAMUEL A. H., *Georgetown, British Guiana.*  
 1903 CUMBERLAND, F. BARLOW, *Dunain, Port Hope, Ontario, Canada.*  
 1896 CUMMING, JAMES, *Wessell's Nek, Natal.*  
 1882 CUMMING, W. GORDON, *Secretary for Native Affairs, Cape Town, Cape Colony.*  
 1895 CUNDALL, FRANK, F.S.A., *Institute of Jamaica, Kingston, Jamaica (Corresponding Secretary).*  
 1902 CUNDILL, THOMAS J., *Kimberley, Cape Colony.*  
 1892 CUNNINGHAM, A. JACKSON, *Lunyon, Queanbeyan, New South Wales.*  
 1895 †CURRIE, OSWALD J., M.B., M.R.C.S.E., 60 Longmarket Street, *Maritzburg, Natal.*  
 1903 †CURRIE, RICHARD, P.O. Box 614, *Johannesburg, Transvaal.*  
 1896 †CURRIE, WALTER, *Bulawayo, Rhodesia.*  
 1884 CUSCADEN, GEO., L.R.C.S.E., L.R.C.P.E., *Bay St., Port Melbourne, Victoria.*  
 1892 CUTHBERT, HON. SIR HENRY, K.C.M.G., M.L.C., *Australian Club, Melbourne, Victoria.*  
 1903 CUTHBERT, HON. SYDNEY, M.L.C., *Belize, British Honduras.*
- 1902 DAINTON, ARTHUR E., *Maritzburg, Natal.*  
 1900 DAINTY, HORACE.  
 1890 †DALEYMPLE, THOMAS, *East London, Cape Colony.*  
 1879 DALTON, E. H. GORING.  
 1884 DANGAR, ALBERT A., *Baroona, Whittingham, Sydney, New South Wales.*  
 1903 †DANGERFIELD, JAMES.  
 1898 †DANIELS, CHARLES W., M.B., M.R.C.S.E., *Research Institute, Kuala Lumpur, Straits Settlements.*  
 1900 DARBY, WALTER G., *Sandakan, British North Borneo.*  
 1895 †DARBYSHIRE, BENJAMIN H., *Barrister-at-Law, Weld Club, Perth, Western Australia.*  
 1903 DARLING, JOHN, JR., M.P., *Adelaide, South Australia.*  
 1902 †DARLOT, LEONARD H., *Perth, Western Australia.*  
 1901 DARRAGH, REV. JOHN T., B.D., *St. Mary's, Johannesburg, Transvaal.*  
 1902 DAVENPORT, JAMES E., P.O. Box 155, *Christchurch, New Zealand.*  
 1877 †DAVENPORT, SIR SAMUEL, K.C.M.G., *Beaumont, Adelaide, South Australia.*  
 1895 DAVERIN, JOHN, *Port Elizabeth, Cape Colony.*  
 1887 †DAVEY, THOMAS J., 9 *Queen Street, Melbourne, Victoria.*  
 1902 DAVIDSON, A. A., *Arim, Gold Coast Colony.*  
 1903 DAVIDSON, ERNEST, *Cape Coast, Gold Coast Colony.*  
 1887 DAVIDSON, WILLIAM, *Kimberley, Cape Colony.*

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Election.

- 1886 †DAVIDSON, HON. W. E., C.M.G., *Colonial Secretary, Pretoria, Transvaal.*  
 1881 DAVIDSON, W. M. (*late Surveyor-General*), *Oxley, Brisbane, Queensland.*  
 1898 DAVIES, HON. CHARLES E., M.L.C., *Hobart, Tasmania.*  
 1899 DAVIES, CLEMENT, P.O. Box 55, *Johannesburg, Transvaal.*  
 1892 DAVIES, J. A. SONGO, *Customs Department, Sherbro, Sierra Leone.*  
 1889 DAVIES, MAJOR J. G., C.M.G., M.H.A., *Hobart, Tasmania.*  
 1899 †DAVIES, LEAMA J., *Karridale, Western Australia.*  
 1897 DAVIES, PHILIP V *Karridale, Western Australia.*  
 1886 †DAVIES, SIR MATTHEW H., *Melbourne, Victoria.*  
 1886 †DAVIES, MAURICE C., J.P. *Karridale, Western Australia.*  
 1897 †DAVIES, WALTER KARRI, P.O. Box 2040, *Johannesburg, Transvaal.*  
 1882 DAVIES, WILLIAM BROUGHTON, M.D., *Freetown, Sierra Leone.*  
 1873 †DAVIS, HON. N. DARNELL, C.M.G., M.E.C., *Auditor-General, Georgetown, British Guiana.*  
 1897 DAVIS, MONES, P.O. Box 249, *Johannesburg, Transvaal.*  
 1875 †DAVIS, P., "*Natal Witness*" Office, *Maritzburg, Natal.*  
 1902 DAVIS, STEUART SPENCER, *The Treasury, Accra, Gold Coast Colony.*  
 1896 DAYSON, CHARLES S., LL.B., K.C., *Solicitor-General, Georgetown, British Guiana.*  
 1889 DAWES, RICHARD ST. MARK, L.R.C.P., M.R.C.S., *Gawler, South Australia.*  
 1897 DAWSON, A. W., *Bulawayo, Rhodesia.*  
 1882 †DAWSON, JOHN EUGENE, *Freetown, Sierra Leone.*  
 1883 †DAWSON, RANKINE, M.A., M.D., 36 *Sherbrooke Street, Montreal, Canada.*  
 1884 DAWSON, WILLIAM, *Kaikoura, Molesworth Street, Kew, Victoria.*  
 1893 †DAWSON, W. H., *Post Office, Rangoon, Burma.*  
 1882 DAY, WILLIAM HENRY, *Queensland Club, Brisbane, Queensland.*  
 1902 DEACON, G. H., *Graaff Reinet, Cape Colony.*  
 1902 DEALE, ARTHUR, *Bloemfontein, Orange River Colony.*  
 1901 DEARY, HARRY J., *Salisbury, Rhodesia.*  
 1899 DEASE, PATRICK PAGET, C.E., *Tientsin, China.*  
 1902 DE BULTEAUX, LOUYS A., *Villa des Charmilles, Rue St. Laurent Gilbert, Lagny, Seine-et-Marne, France.*  
 1897 DE HAMEL, CAPTAIN H. BARRY, *Police Department, Singapore.*  
 1882 DE LAMARRE, LOUIS BERT, *Port of Spain, Trinidad.*  
 1897 †DE LAUTOUR, BRIGADE-SURGEON LT.-COLONEL HARRY A., M.R.C.S., *Reed Street, Oamaru, New Zealand.*  
 1901 DE LISLE, FREDERICK I., L.R.C.P. L.S.A., *Napier, New Zealand.*  
 1892 DE MERCADO, CHARLES E., J.P. *Kingston, Jamaica.*  
 1878 DE LA MOTHE, E. A., J.P. *Cardrona House, St. Andrews, Grenada.*  
 1895 DELGADO, BENJAMIN N *Kingston, Jamaica.*  
 1874 DENISON LIEUT.-COLONEL GEORGE T., *Commanding the Governor-General's Body Guard Heydon Villa, Toronto, Canada.*  
 1889 †DENNY, F. W. RAMSAY, *Port Elizabeth, Cape Colony.*  
 1890 DENTON, H.E. SIR GEORGE C., K.C.M.G., *Government House, Bathurst, Gambia.*  
 1881 DE PASS, ELLIOT A., F.R.G.S., *Port Royal Street, Kingston, Jamaica.*  
 1881 DE PASS, JOHN, *Kimberley, Cape Colony.*  
 1899 †DE SOUZA, A. J., P.O. Box 98, *Shanghai, China.*  
 1897 DE SOYSA, MUDALIYAR J. W. CHARLES, M.A., J.P., *Alfred House, Colombo, Ceylon.*

Year of  
Election.

- 1883 DE VILLIERS, ISAAC HORAE, *P.O. Box 428, Johannesburg, Transvaal.*  
 1890 †DE VILLIERS, JACOB N., *P.O. Box 118, Johannesburg, Transvaal.*  
 1889 DE VILLIERS, TIELMAN N., *Pretoria, Transvaal.*  
 1900 DEWAR, DAN, M.B., Ch.B., *Kudat, British North Borneo.*  
 1901 †DE WAAL, DAVID C., M.L.A., *Cape Town, Cape Colony.*  
 1898 DE WITT, ANTHONY M., *Whitehall Chambers, Cape Town, Cape Colony.*  
 1892 DE WOLF, HON. JAMES A., M.D., M.L.C., *Surgeon-General, Port of Spain, Trinidad.*  
 1891 DIAMOND, FREDERICK WM., *P.O. Box 360, Johannesburg, Transvaal.*  
 1887 DIAS, FELIX REGINALD, M.A., LL.M., *District Judge, Colombo, Ceylon.*  
 1892 †DIBBS, THOMAS A., *Commercial Banking Co., 347 George Street, Sydney, New South Wales.*  
 1897 DICEY, EDWARD C., *P.O. Box 249, Johannesburg, Transvaal.*  
 1896 DICKINSON, FRANCIS M., *Broken Hill Proprietary Co., Melbourne, Victoria.*  
 1900 DICKSON, ARTHUR C.  
 1888 †DICKSON, R. CASIMIR, *Billings, Montana, U.S.A.*  
 1889 †DICKSON, WILLIAM SAMUEL, *Fauresmith, Orange River Colony.*  
 1898 DIESPECKER, CAPTAIN RUDOLPH, *P.O. Box 759, Pretoria, Transvaal.*  
 1893 DIETRICH, H., J.P., *P.O. Box 12, Zeerust, Transvaal.*  
 1895 DIGBY-JONES, C. K.  
 1894 DIXON, GEORGE G., C.E., *Colonial Secretariat, Colombo, Ceylon.*  
 1900 DIXON, JAMES DICKSON, J.P., *Navuz, Fiji.*  
 1892 DIXON, M. THEODORE, *P.O. Box 1816, Johannesburg, Transvaal.*  
 1899 DIXON, ARCHIBALD, *Abergeldie, Summer Hill, Sydney, New South Wales.*  
 1899 DIXON, HUGH, *Abergeldie, Summer Hill, Sydney, New South Wales.*  
 1896 DIXON, HUGH, JUN., *Messrs. Dixon and Son, Elizabeth Street, Sydney, New South Wales.*  
 1889 DOBBIE, A. W., *College Park, Adelaide, South Australia.*  
 1889 DOBSON, SENATOR HON. HENRY, *Hobart, Tasmania.*  
 1886 DOBSON, JAMES M., M.Inst.C.E., *Chief Engineer, Harbour Works, Buenos Ayres.*  
 1890 DOCKER, THOMAS L., *Commercial Bank of Sydney, Sydney, New South Wales.*  
 1882 DOCKER, WILFRID L., *Nyrambla, Darlinghurst Road, Sydney, New South Wales (Corresponding Secretary).*  
 1895 DOLLAR, EDWARD, *Krugersdorp, Transvaal.*  
 1903 DOLLEY, HON. JOHN F., M.L.C., *Uitenhage, Cape Colony.*  
 1896 DOMVILLE, LIEUT.-COLONEL SENATOR JAMES, *Rothsay, New Brunswick.*  
 1895 DON, DAVID, *Durban, Natal.*  
 1897 DONOVAN, FERGUS, *P.O. Box 4, Johannesburg, Transvaal.*  
 1889 †DONOVAN, JOHN J., K.C., M.A., LL.D., *Australian Club, Sydney, New South Wales.*  
 1895 DORNING, HENRY B., *Conakry, Guinée Française, West Africa.*  
 1886 DOUGLAS, HON. SIR ADYE, K.C., M.L.C., *Hobart, Tasmania.*  
 1884 DOUGLAS, HON. JOHN, C.M.G., *Brisbane, Queensland.*  
 1902 DOUGLAS, JAMES, *Natal Bank, Maritzburg, Natal.*  
 1901 DOUGLAS, PROFESSOR ROBERT LANGTON, M.A.  
 1875 DOUGLASS, HON. ARTHUR, M.L.A., *Heatherton Towers, near Grahamstown, Cape Colony.*  
 1896 DOVE, FREDERICK W., *Oxford Street, Freetown, Sierra Leone.*  
 1889 DOWLING, ALFRED, *P.O. Box 158, Johannesburg, Transvaal.*

Year of  
Election.

- 1903 DOWNER, ALFRED WM, *Gothic House, Cape Coast, Gold Coast Colony.*
- 1901 DOWNER, ARTHUR LIONEL, *Barrister-at-Law, Georgetown, British Guiana.*
- 1898 DOWNER, VEN. ARCHDEACON GEORGE W., *The Rectory, Kingston, Jamaica.*
- 1897 DOWNES, S. TROUNCER, *Government School, Bellair, Durban, Natal.*
- 1903 †DOWSEIT, CHARLES, *c/o Messrs. Attwell & Co., St. George's Street, Cape Town, Cape Colony.*
- 1901 DOWSON JOHN B.
- 1902 †DOYLE, CAPTAIN J.J., s.s. 'Lagoon,' *Lagos, West Africa.*
- 1902 †DRADER, FRANK, *Kobylanka, Galizien, Austria.*
- 1900 DRADER, H. F. *Schnodnica, Galizien, Austria.*
- 1901 DROUGHT, F. A., *Government Railway, Sekondi, Gold Coast Colony.*
- 1880 DUDLEY CECIL.
- 1889 DUFF, ROBERT, *Immigration Department, Georgetown, British Guiana.*
- 1902 DUFFILL, JOHN HENRY, C.E., *Town Hall, Durban, Natal.*
- 1902 †DUGMORE, GEORGE EGERTON, *Indwe, Cape Colony.*
- 1896 DUIRS, DAVID P., M.D., P.O. Box 610, *Johannesburg, Transvaal.*
- 1900 DUKA, CAPTAIN A. T. D.S.O., M.A., M.R.C.S.E. *Mackay, Queensland.*
- 1889 †DUMAT, FRANK CAMPBELL, *Barrister-at-Law, P.O. Box 370, Johannesburg, Transvaal.*
- 1896 DUNCAN, ALEXANDER M. T., J.P., *Suva, Fiji.*
- 1899 DUNCAN, ALISTER, *Imperial Maritime Customs, Hankow, China.*
- 1888 †DUNCAN ANDREW H. F., *Bulawayo, Rhodesia.*
- 1883 DUNCAN, JAMES DENOON, *Attorney-at-Law, Kimberley, Cape Colony.*
- 1890 †DUNCAN, HON. JOHN J. M.L.C., *Hughes Park, Watervale, South Australia.*
- 1901 DUNCAN, JOHN, *The Grove, Picton, New Zealand.*
- 1902 DUNCAN, THOMAS M., *Messrs. J. C. Juta & Co., Cape Town, Cape Colony.*
- 1882 †DUNCAN, WALTER HUGHES, M.L.A., *Adelaide Club, South Australia.*
- 1897 †DUNCOMBE, H. F. *District Commissioner, Lagos, West Africa.*
- 1903 DUNCOMBE, WALTER KELSALL, *Resident Justice, San Salvador, Bahamas.*
- 1886 DUNDONALD, MAJOR-GENERAL THE EARL OF, C.V.O., C.B., *Ottawa, Canada.*
- 1895 DUNLOP, ALEXANDER R., *Sandakan, British North Borneo.*
- 1901 DUNLOP, J. M. M., LL.D., *District Commissioner, Lagos, West Africa.*
- 1892 †DUNLOP, W. P., *Clarence Street, Sydney, New South Wales.*
- 1900 DUNSTER, T. CHARLES W., *Stock Exchange, Perth, Western Australia.*
- 1903 DUPIGNY, E. G. MORSON, *The Treasury, Lokoja, Northern Nigeria.*
- 1889 DUPONT, MAJOR C. T., *Victoria, British Columbia.*
- 1897 †DURLACHER, ALFRED F., *Fremantle, Western Australia.*
- 1893 DUTTON, HENRY, *Anlaby, Kapunda, South Australia.*
- 1900 DWYER, PIERCE M., L.R.C.S.E., L.R.C.P.E., *Resident, Ilorin, Northern Nigeria.*
- 1894 DYER, JOSEPH RUBIDGE, *Pretoria, Transvaal.*
- 1896 DYER, STEPHEN, *Potchefstroom, Transvaal.*
- 1891 DYER, THOMAS NOWELL, *King William's Town, Cape Colony.*
- 1894 DYETT, WM. C. L., *Port of Spain, Trinidad.*
- 1903 DYKE, JAMES E., *c/o Messrs. P. W. Ellis & Co., Ltd., Toronto, Canada.*
- 1900 DYKES, F. J. B., *Warden of Mines, Negri Sembilan, Straits Settlements.*



Year of Election.	
1894	EAKIN, J. W., M.D., <i>Government Medical Officer, San Fernando, Trinidad.</i>
1884	†EALLES, WILLIAM JOHN, <i>Hyde Park, Madras, India.</i>
1899	EARDLEY-WILMOT, S., <i>Launceston, Tasmania.</i>
1897	EABLE, ROBERT C., M.R.C.S.E., L.S.A., <i>Wanganui, New Zealand.</i>
1903	EARP, HON. GEORGE F., M.L.C., <i>Newcastle, New South Wales.</i>
1901	EASTERBROOK, ARTHUR D., <i>Chikwawa, West Shire District, British Central Africa.</i>
1895	EASTWOOD, PHILIP B., <i>Rand Club, Johannesburg, Transvaal.</i>
1889	†EBERT, ERNEST, <i>Port Elizabeth, Cape Colony.</i>
1898	ECCLES, HENRY GLYN, <i>Cottaganga, Rangalla, Ceylon.</i>
1890	†EDGSON, ARTHUR B., <i>care of Stock Exchange, Johannesburg, Transvaal.</i>
1890	EDKINS, SEPTIMUS, <i>P.O. Box 685, Johannesburg, Transvaal.</i>
1900	EDMONDSON, CRESSY S., <i>Rand Club, Johannesburg, Transvaal.</i>
1900	EDWARDS, COLIN, <i>Pretoria Club, Transvaal.</i>
1890	EDWARDS, DAVID R., M.D., <i>care of Australian Mutual Provident Society, Sydney, New South Wales.</i>
1899	EDWARDS, FREDERIC G. H., M.D., <i>Florida Road, Durban, Natal.</i>
1897	EDWARDS, G. BAKER, <i>Grand National Hotel, Johannesburg, Transvaal.</i>
1877	†EDWARDS, HERBERT, <i>Oamaru, New Zealand.</i>
1886	EDWARDS, NATHANIEL W., <i>Nelson, New Zealand.</i>
1874	†EDWARDS, HON. W. T. A., C.M.G., M.D., <i>Chambly Villa, Curepipe Road, Mauritius.</i>
1887	EGAN, CHARLES J., M.D., <i>King William's Town, Cape Colony.</i>
1883	EGERTON, HON. WALTER, C.M.G., <i>The Residency, Negri Sembilan, Straits Settlements.</i>
1897	EHRLHARDT, HON. ALBERT F., <i>Attorney-General, Suva, Fiji.</i>
1889	EICKE, ADOLPH, <i>Berg Street, Maritzburg, Natal.</i>
1902	ELGIE, S. KELSEY, M.P.S., <i>47 Gardiner Street, Durban, Natal.</i>
1882	ELLIOTT, REV. CANON F. W. T., <i>St. Michael's Rectory, West Coast, British Guiana.</i>
1899	ELLIOT, LESLIE.
1894	ELMSLIE, CHRISTOPHER TATHAM, <i>39 Norwich Chambers, Hunter Street, Sydney, New South Wales.</i>
1885	ELSTOB, ARTHUR, <i>Beach Grove, Durban, Natal.</i>
1902	ELWIN, RT. REV. EDMUND H., M.A., D.D., <i>Lord Bishop of Sierra Leone, Bishop's Court, Sierra Leone.</i>
1903	EMBLING, JAMES, <i>Wellington, New Zealand.</i>
1894	EMLEY, FRANK, <i>Rand Club, Johannesburg, Transvaal.</i>
1889	†ENGELKEN, EMIL WILLIAM, <i>Kimberley, Club, Cape Colony.</i>
1897	†ENGLISH, THOMAS ROWE, <i>De Beers Consolidated Mines, Kimberley, Cape Colony.</i>
1883	ESCOTT, HIS HONOUR E. B. SWEET, C.M.G., <i>Government House, Mahé, Seychelles.</i>
1902	ESPEUT, CLAUDE V., <i>Government Railway, Sekondi, Gold Coast Colony.</i>
1902	ESPEUT, REGINALD WM., C.E., <i>Government Railway, Freetown, Sierra Leone.</i>
1900	ESPIE, S. A., <i>Ashanti, Gold Coast Colony.</i>
1897	†ESSIEN, ALBERT DUKE, <i>Cape Coast, Gold Coast Colony.</i>
1895	†ESSERY, EDWIN, J.P., <i>Riet Valley, Umlali, via Durban, Natal.</i>
1897	ESUMAN-GWIRA, JOHN BUCKMAN, <i>Cape Coast, Gold Coast Colony.</i>

Year of  
Election.

- 1902 ETLINGER, THOMAS E., C.E., *Government Railway Construction, Bo, Sierra Leone.*
- 1894 †ETTLING, CAPTAIN GUSTAV A., *Kimberley, Cape Colony.*
- 1900 EVANS, BENJAMIN, *Beira and Mashonaland Railways, Beira, East Africa.*
- 1901 EVANS, FRANKLYN S., *Gadzema, Rhodesia.*
- 1880 EVANS, HON. FREDERICK, C.V.O., C.M.G., *Colonial Secretary, Gibraltar.*
- 1889 EVANS, J. EMRYS, C.M.G., P.O. Box 149, *Johannesburg, Transvaal.*
- 1902 †EVANS, MAURICE S., C.M.G., J.P. *Hill Crest, Berea Ridge, Durban, Natal.*
- 1897 EVANS, SAMUEL, P.O. Box 1067 *Johannesburg, Transvaal.*
- 1883 EVANS, WILLIAM, *Singapore, Straits Settlements.*
- 1890 EVANS, WILLIAM GWYNNE, P.O. Box 558, *Johannesburg, Transvaal.*
- 1902 †EVERSFIELD, CAPTAIN GEORGE A., s.s. *Forcados, Lagos, West Africa.*
- 1903 †EVES, CAPTAIN HUBERT E., J.P. *Arntully, Cedar Valley P.O., Jamaica.*
- 1903 †EWENS, CREASY, 36 *Queen's Road, Hong Kong.*
- 1900 FADELLE, EDWARD, C.E., *Government Railway Extension to Bo, Sierra Leone.*
- 1887 FAIRBAIRN, GEORGE, *care of Union Mortgage and Agency Company, William Street, Melbourne, Victoria.*
- 1891 FAIRFAX, GEOFFREY E., *Barrister-at-Law, Sydney, New South Wales.*
- 1898 †FAIRFAX, JAMES OSWALD, *Koorali, Wolsley Road, Point Piper, Sydney, New South Wales.*
- 1882 FAIRFAX, SIR JAMES R., *Sydney, New South Wales.*
- 1879 FAITHFULL, ROBERT L., M.D., 5 *Lyons Terrace, Sydney, New South Wales.*
- 1889 FANNING, JOHN
- 1889 †FARQUHARSON, ARTHUR W., *Kingston, Jamaica.*
- 1896 †FARQUHARSON, JOHN C., J.P. *Garland Grove, Montego Bay, Jamaica.*
- 1889 FARQUHARSON, WALTER H. K., J.P., *Retreat Estate, Little London, Jamaica.*
- 1886 †FAULKNER, ENOCH, *District Commissioner, Waterloo, Sierra Leone.*
- 1892 †FAULKNER, FREDERICK C., M.A., *The High School, Perth, Western Australia.*
- 1890 FAWCETT, JAMES HART, *Lanzi, Campiglia Marittima, Toscana, Italy.*
- 1890 †FAWCETT, WILLIAM, B.Sc., F.L.S., *Director, Public Gardens, Gordon Town, Jamaica.*
- 1902 FAWNS, SYDNEY *Launceston, Tasmania.*
- 1894 FEEZ, COLONEL ALBRECHT, *Otto Strasse 8, Munich.*
- 1895 FEILDEN, CAPTAIN ROBERT B., R.A.
- 1888 FELL, HENRY, M.L.A., *Maritzburg, Natal.*
- 1896 FELTON, HON. J. J., M.E.C., *Stanley, Falkland Islands.*
- 1902 FENTON, ERNEST G., F.R.C.S.L., *Old Calabar, Southern Nigeria.*
- 1900 FENTON, REV. HERBERT O., B.A., *Dunedin, New Zealand.*
- 1889 †FERGUSON, JAMES E. A., M.B., C.M., *Belfield Lodge, East Coast, Demerara, British Guiana.*
- 1897 FERGUSON, JAMES FINLAY, *Durban, Natal.*
- 1890 †FERGUSON, JAMES, P.O. Box 98, *Johannesburg, Transvaal.*
- 1879 †FERGUSON, HON. JOHN, C.M.G., M.L.C., *Cinnamon Gardens, Colombo, Ceylon (Corresponding Secretary).*
- 1900 FERGUSON, JOHN C., *Launceston, Tasmania.*
- 1886 FERGUSON, Senator JOHN, *Rockhampton, Queensland.*
- 1892 †FERREIRA, ANTONIO F.

Year of  
Election.

- 1901 FETTES, ALEXANDER, *Port Elizabeth, Cape Colony.*  
 1890 †FIELD, A. PERCY, *P.O. Box 154, Pretoria, Transvaal.*  
 1895 †FIELDING, HON. WILLIAM S., M.P., *Ottawa, Canada.*  
 1873 FIFE, GEORGE R., *Brisbane, Queensland.*  
 1882 FILLAN, HON. JAMES COX, M.L.C., *Wall House Estate, Dominica.*  
 1881 †FINAUGHTY, H. J.  
 1901 FINCH, BARNARD, *Durban, Natal.*  
 1876 FINLAYSON, J. HARVEY, *Adelaide, South Australia.*  
 1895 FINLAYSON, ROBERT A., C.M.G., *Kimberley, Cape Colony.*  
 1878 †FINNEMORE, HON. MR. JUSTICE ROBERT I., *Maritzburg, Natal.*  
 1898 FINNEY, THOMAS, J.P., *Brisbane, Queensland.*  
 1897 FINNIE, J. P., *P. O. Box 46, Gwelo, Rhodesia.*  
 1891 FINUCANE, MORGAN I., M.R.C.S.E.  
 1903 FIRMIN, CECIL H., *Government Railway, Bo, Sierra Leone.*  
 1896 †FIRMINGER, REV. WALTER K., M.A., *care of Messrs. Grindlay & Co., Calcutta.*  
 1901 †FISHER, HERBERT S., *Wakefield Street, Kent Town, South Australia.*  
 1889 †FISHER, JOSEPH, J.P., *Adelaide, South Australia.*  
 1893 FISHER, JOHN MEADOWS, *P.O. Box 339, Johannesburg, Transvaal.*  
 1884 FISHER, R. H. UNDERWOOD, J.P., *Durban, Natal.*  
 1881 †FISKIN, JOHN INGLIS, *Corrabert, Toorak, Melbourne, Victoria.*  
 1899 FITZGERALD, FREDERICK A., *Imperial Oil Refining Co., London, Ontario, Canada.*  
 1901 FITZGERALD, GEORGE, L., C.E., *The Foliage, San Fernando, Trinidad.*  
 1902 FITZGERALD, O'CONNELL, *The Fo'iage, San Fernando, Trinidad.*  
 1876 FITZGIBBON, E. G., C.M.G., *Melbourne, Victoria.*  
 1895 FITZPATRICK, G. C., *c/o Bank of Africa, Johannesburg, Transvaal.*  
 1900 †FITZPATRICK, HON. SIR J. PERCY, M.L.C., *P.O. Box 149, Johannesburg, Transvaal.*  
 1887 †FLACK, JOSEPH H., *9 Queen Street, Melbourne, Victoria.*  
 1900 †FLEBELTAUB, WALTER, *c/o Messrs. P. Orr & Sons, Madras, India.*  
 1892 †FLEISCHACK, ALBERT R., *P.O. Box 64, Potchefstroom, Transvaal.*  
 1897 FLEMING, CHARLES D., *Mining Commissioner, Gwelo, Rhodesia.*  
 1880 FLEMING, JOHN, *Charlotte Town, Grenada.*  
 1900 FLEMING, JOHN M., *Great Diamond Estate, British Guiana.*  
 1896 †FLEMING, RICHARD, *P.O. Box 393, Johannesburg, Transvaal.*  
 1878 FLEMING, SIR SANDFORD, K.C.M.G., *Ottawa, Canada (Corresponding Sec.).*  
 1897 FLEMMER, A. S., *Rand Club, Johannesburg, Transvaal.*  
 1900 FLETCHER, FRANKLYN H., *P.O. Box 13, Bulawayo, Rhodesia.*  
 1888 FLETCHER, WILLIAM, *Cape Town, Cape Colony.*  
 1896 FLETCHER, WILLIAM, *Orandunbie, Walcha, New South Wales.*  
 1902 FLETCHER, WM. HORTON, *P.O. Box 34, Salisbury, Rhodesia.*  
 1897 †FLINT, CAPTAIN WM. RAFFLES, *Sandakan, British North Borneo.*  
 1875 †FLOWER, JAMES, *47 Castle Street, Cape Town, Cape Colony.*  
 1884 FLOYD, REV. WILLIAM, *Levuka, Fiji.*  
 1900 FOOT, LIONEL RAYNE, F.R.G.S., *care of J. H. Cheetham, Esq., Cape Coast, Gold Coast Colony.*  
 1896 FOOT, MYKE J., *P.O. Box 949, Johannesburg, Transvaal.*  
 1885 †FORBES, FREDK. WILLIAM, *Rand Club, Johannesburg, Transvaal.*  
 1883 †FORBES, HENRY, *Port Elizabeth, Cape Colony.*

Year of  
Election.

- 1896 FORBES, JAMES, *Colombo, Ceylon.*
- 1894 FORBES, MAJOR PATRICK W. (6th Dragoons), *Blantyre, British Central Africa.*
- 1889 †FORD, JAMES P., *Port Elisabeth, Cape Colony.*
- 1889 FORD, JOSEPH C., 117 *Duke Street, Kingston, Jamaica.*
- 1896 †FORDE, ROBERT M., L.R.C.P., L.R.C.S., *Colonial Surgeon, Bathurst, Gambia.*
- 1882 †FOREMAN, JOSEPH, M.R.C.S., L.R.C.P., 215 *Macquarie Street, Sydney, New South Wales.*
- 1881 †FORREST, RT. HON. SIR JOHN, G.C.M.G., M.P., *Perth, Western Australia.*
- 1891 FORSTER, JULIUS J., *Bank of Madras, Madras, India.*
- 1890 FORTUNO, JOSEPH, *c/o Post Office, Johannesburg, Transvaal.*
- 1885 FOSTER, EDWARD ALEXANDER, I.S.O., *Auditor-General, St. John's, Antigua.*
- 1883 FOWLER, ALPIN GRANT, M.Inst.C.E., *Lagos, West Africa.*
- 1888 FOWLER, HON. GEORGE M., M.L.C., *Government Agent, Colombo, Ceylon.*
- 1889 †FOWLER, JAMES, *Adelaide, South Australia.*
- 1903 FOX, GEORGE, M.R.C.S.E., L.R.C.P., *Suva, Fiji.*
- 1902 FOX, GEORGE EDWARD, *King William's Town, Cape Colony.*
- 1898 †FOXON, FRANK E., *Resident Magistrate, Ixopo Division, Natal.*
- 1900 FRAME, JOHN, *Messrs. Paterson, Zachonis & Co., Lagos, West Africa.*
- 1893 FRAMES, PERCIVAL ROSS, *Johannesburg, Transvaal.*
- 1892 FRANKLAND, FREDERICK W., *New York Life Insurance Company, Broadway, New York.*
- 1882 FRANKLIN, REV. T. AUGUSTUS.
- 1892 FRANKLIN, ROBERT H., *District Commissioner, Cays, British Honduras.*
- 1895 FRANKS, GODFREY F., M.A., *Queen's College, Georgetown, British Guiana.*
- 1886 FRASER, CHARLES A., *Commandant of Police, Nassau, Bahamas.*
- 1900 FRASER, GEORGE ROSS, *Hutt Street, Adelaide, South Australia.*
- 1896 FRASER, JAMES L., *P. O. Box 429, Kimberley, Cape Colony.*
- 1902 FRASER, JOHN PRINGLE, *Johannesburg, Transvaal.*
- 1898 †FRASER, JOSEPH, *Dambulagalla, Matale, Ceylon.*
- 1895 FRASER, MALCOLM A. C., *Perth, Western Australia.*
- 1893 FRASER, WILLIAM PERCY, *P.O. Box 26, Johannesburg, Transvaal.*
- 1900 FREDERICKS, J. HAROLD, *West African (Gold Coast) Mining Corporation Sekondi, Gold Coast Colony.*
- 1896 FREEMAN, JOHN, *Maritzburg, Natal.*
- 1902 FREERE, ALLAN GRAY (1st Royal Welsh Fusiliers), *care of 1st D.L.I., Wellington, Madras.*
- 1900 FREERE, HAROLD ARTHUR, *Sandakan, British North Borneo.*
- 1894 FRICKER, WILLIAM C., *care of Standard Bank, Cape Town, Cape Colony.*
- 1896 †FROOD, THOMAS MORTON, M.D., *P.O. Box 1032, Johannesburg, Transvaal.*
- 1882 FROST, HON. JOHN, C.M.G., M.L.A., *Queenstown, Cape Colony.*
- 1896 FROST, W. T. H., *P.O. Box 306, Johannesburg, Transvaal.*
- 1902 FULFORD, HARRY E., C.M.G., *H.B.M. Consul, Newchwang, China.*
- 1899 FULFORD, SENATOR HON. GEORGE T., *Brockville, Ontario, Canada.*
- 1889 †FULLER, ALFRED W., *Southern Wood, East London, Cape Colony.*
- 1900 FULTON, HERBERT VALPY, *Outram, Otago, New Zealand.*
- 1901 FYNN, CHARLES GAWLER, *Native Commissioner, Gwelo, Rhodesia.*
- 1878 †FYSH, HON. SIR PHILIP O., K.C.M.G., M.P., *Hobart, Tasmania.*

Year of  
Election.

- 1902 GABBETT, GERALD F. A., *Marine Department, Lokoja, Northern Nigeria.*
- 1892 †GAIKWAD, SHRIMANT SAMPATRAO K., M.R.I., M.R.A.S., *c/o Shri Sayagi Library, Baroda, India.*
- 1884 GAISFORD, HENRY, *Oringi, Napier, New Zealand.*
- 1899 GALLETTY, ARCHIBALD J.C., *Bank of Montreal, Victoria, British Columbia.*
- 1900 †GALLEWSKI, MAURICE, *Stock Exchange, Johannesburg, Transvaal.*
- 1901 †GALPIN, GEORGE LUCK, M.D., F.R.C.S., *Cradock Place, Port Elizabeth, Cape Colony.*
- 1899 GANADO, ROBERT F LL.D., *27 Strada Zuccaiv, Valletta, Malta.*
- 1895 GARDINER, FRANCIS J., J.P., *Kimberley Club, Cape Colony.*
- 1902 GARDNER, ASTON W., *Kingston, Jamaica.*
- 1900 GARDNER, JOHN A., *Messrs. J. Holt & Co, Lagos, West Africa.*
- 1897 GARLAND, PATRICK J LL.R.C.S.I., LL.R.C.P.I., *Senior Medical Officer, Accra, Gold Coast Colony.*
- 1887 GARLAND, WALTER F., M.Inst.C.E., *c/o Messrs. Grindlay & Co., Calcutta.*
- 1887 GARNETT, HARRY, *Guanica Centrale, Ponce, Porto Rico.*
- 1902 GASELEE, LIEUT.-GENERAL SIR ALFRED, G.C.I.E., K.C.B., *c/o Messrs. King, King & Co., Bombay.*
- 1888 GASKIN, HON C. P., M.C.P., *Berbice, British Guiana.*
- 1903 †GASSON, GEORGE H., *Queenstown, Cape Colony.*
- 1891 GATTY, HIS HONOUR CHIEF JUSTICE STEPHEN H., *Gibraltar.*
- 1897 GAU JULIUS, *P.O. Box 209, Johannesburg, Transvaal.*
- 1895 †GAY, ARNOLD E., *The Brothers, Grenada, West Indies.*
- 1895 †GAY, E. T., *The Brothers, Grenada, West Indies.*
- 1902 †GAY, GEORGE SINCLAIR, *Coronado, San Diego County, California, U.S.A.*
- 1893 GEARY, ALFRED, *Durban, Natal.*
- 1897 GEE, GEORGE F., *care of National Bank of New Zealand, Limited, Wellington, New Zealand.*
- 1897 GEDDES, J. H., *Dean Hollow, Mosman's Bay, Sydney, New South Wales.*
- 1886 GEORGE, ARTHUR *Kingston, Jamaica.*
- 1902 GEORGE, EDWARD C. S., C.I.E *Meiktila, Burma.*
- 1933 GEORGE, HON. CHARLES J., M.L.C., *Pacific House, Lagos, West Africa.*
- 1901 GERRARD, ALFRED G., *c/o W. B. MacIver & Co, Lim., Lagos, West Africa.*
- 1894 GIBBON, CHARLES, *Goonambil, Wategama, Ceylon.*
- 1885 GIBBON, W. D., *Kandy, Ceylon.*
- 1897 GIBBONS, MAJOR ALFRED ST. HILL, *Cape Town, Cape Colony.*
- 1897 GIBBS, ISAAC, *New Zealand Shipping Co., Christchurch, New Zealand.*
- 1897 †GIBBS, JOHN, *P.O. Box 578, Pretoria, Transvaal.*
- 1889 GIBSON, HARRY *South African Association, 6 Church Square, Cape Town, Cape Colony (Corresponding Secretary).*
- 1900 GIBSON, OSWALD, *Melbourne Club, Melbourne, Victoria.*
- 1896 GIDEON, HON. D. S., M.L.C., J.P., *Port Antonio, Jamaica.*
- 1898 GILES, THOMAS O'HALLORAN, M.A., LL.B., *Grenfell Street, Adelaide, South Australia.*
- 1903 GILFILLAN, ALEXANDER, B.Sc., *Stock Exchange Buildings, Melbourne, Victoria.*
- 1889 GILL, SIR DAVID, K.C.B., LL.D., F.R.S., *Astronomer Royal, The Observatory, Cape Town, Cape Colony.*
- 1887 GILLESPIE, ROBERT, *Montalto, Grace Park, Melbourne, Victoria.*

Year of  
Election.

- 1891 †GILLESPIE, ROBERT K., J.P., *Eaglewood, Inverleigh, Victoria.*
- 1902 GILLOTT, ARTHUR G. M., *Casilla 385, San José, Costa Rica.*
- 1892 GILLOTT, HON. SIR SAMUEL, M.L.A., 9 *Brunswick Street, Melbourne, Victoria.*
- 1900 GILMOUR, DAVID W., *Chartered Bank of India, Tientsin, China.*
- 1889 †GIRDLESTONE, MAJOR NELSON S., P.O. Box 2891, *Johannesburg, Transvaal (Corresponding Secretary).*
- 1895 GISBORNE, DUDLEY G., P.O. Box 13, *Pietersburg, Transvaal.*
- 1896 GLADWYN, ARTHUR G., *Bulawayo, Rhodesia.*
- 1877 †GLANVILLE, THOMAS, *Mile Gully P.O., Manchester, Jamaica.*
- 1901 GLASIER, F. BEDFORD, *Government Railway, Lagos, West Africa.*
- 1901 GLASS, HON. DAVID, K.C., *Roseland, British Columbia.*
- 1901 GLOAG, ANDREW, *St. George's Club, Port Elizabeth, Cape Colony.*
- 1901 †GLOAG, DURANT, *Clontarf Villa, Park Drive, Port Elizabeth, Cape Colony.*
- 1900 GLOSSOP, REV. ARTHUR G. B., *Likoma, Lake Nyasa, British Central Africa.*
- 1897 †GLUYAS, CHARLES, P.O. Box 8, *Johannesburg, Transvaal.*
- 1902 GLYN, HENRY THOMAS, *Huntingdon Hall, Lydenburg, Transvaal.*
- 1884 GOCH, G. H., P.O. Box 163, *Johannesburg, Transvaal.*
- 1896 GOCH, SAMUEL F., B.A., LL.B., P.O. Box 163, *Johannesburg, Transvaal.*
- 1902 GODDARD, FREDERICK D., *Queen's Building, Praya, Hong Kong.*
- 1869 †GODDARD, WILLIAM, *Rand Club, Johannesburg, Transvaal.*
- 1897 GODDARD, WILLIAM C., *Norwich Chambers, Sydney, New South Wales.*
- 1900 GODFREY, HON. GEORGE, M.L.C., *Strathmore, Fitzroy Street, St. Kilda, Melbourne, Victoria.*
- 1895 †GODFREY, JOSEPH JAMES, *care of Messrs. Rutherford and Brother, Greenmarket Square, Cape Town, Cape Colony.*
- 1895 GOLDIE, A. R., *c/o Bank of Victoria, Melbourne, Victoria.*
- 1896 GOLDMANN, RICHARD, P.O. Box 485, *Johannesburg, Transvaal.*
- 1902 GOLDBREICH, SAMUEL, P.O. Box 933, *Johannesburg, Transvaal.*
- 1885 GOLDRING, A. R., *Chamber of Mines, P.O. Box 809, Johannesburg, Transvaal.*
- 1900 GOLDSMID, LOUIS LIONEL, P.O. Box 575, *Cape Town, Cape Colony.*
- 1902 GOLDSMITH, FREDERICK, M.B., *English, Scottish, and Australian Bank, King William Street, Adelaide, South Australia.*
- 1902 †GOLDSMITH, THOMAS, *Kroonstad, Orange River Colony.*
- 1901 GOMES, HARRIS LLOYD, *Beaufort, British North Borneo.*
- 1900 GOMES, SIDNEY G., L.R.C.S.E., *Hygieia House, Beaufort, British North Borneo.*
- 1878 GOODE, CHARLES H., *Adelaide, South Australia.*
- 1893 †GOODE, WILLIAM HAMILTON P.O. Box 176, *Kimberley, Cape Colony.*
- 1885 GOODMAN, HIS HONOUR CHIEF JUSTICE SIR WILLIAM MEIGH, *Hong Kong.*
- 1899 GOODRIDGE, HON. A. F., *St. Johns, Newfoundland.*
- 1858 GOULD-ADAMS, HIS HONOUR MAJOR SIR HAMILTON J., K.C.M.G., C.B., *Bloemfontein, Orange River Colony.*
- 1879 †GORDON, CHARLES, M.D., *Maritzburg, Natal.*
- 1891 †GORDON, JOHN, *Messrs. D. & W. Murray, Adelaide, South Australia.*
- 1889 †GORDON, HON. W. GORDON, M.L.C., *Knowlesly, Queen's Park, Trinidad.*

Year of  
Election.

- 1885 GORDON, WILLIAM MONTGOMERIE, *Assistant Colonial Secretary, Trinidad.*  
 1895 GORE, HON. LT.-COLONEL J. O., *Receiver-General, Nicosia, Cyprus.*  
 1903 GORDON-HALL, WILLIAM H., M.B., *Lokoja, Northern Nigeria.*  
 1891 GORTON, LIEUT.-COLONEL EDWARD, J.P., *Rangiatea, Bulls, Wellington, New Zealand.*  
 1900 GOSLING, J. T., *Postmaster-General, Zomba, British Central Africa.*  
 1893 GOULDIE, JOSEPH, *Kimberley, Cape Colony.*  
 1900 GOULTER, HERBERT H., *Barrister-at-Law, Virden, Manitoba, Canada.*  
 1883 †GOVETT, ROBERT, *Culloden Station, near Arramac, Queensland.*  
 1898 GOURLAY, WILLIAM DICKSON, *Dock Road, Cape Town, Cape Colony.*  
 1891 GOWER-POOLE, PERCY, M.I.M.E., F.R.G.S., P.O. Box 20, *Klerksdorp, Transvaal.*  
 1902 GRADWELL, WILLIAM B., J.P., *Bloemfontein, Orange River Colony.*  
 1896 GRAFTON, FERDINAND, *Dawson, Y. T., Canada.*  
 1889 GRAHAM, FRANCIS G. C., C.C. and R.M., *Grahamstown, Cape Colony.*  
 1873 GRAHAM, JOHN, 88 *Simcoe Street, Victoria, British Columbia.*  
 1900 GRAHAM, WALTER DOUGLAS, *Messrs. Wilkinson, Heywood & Clarke, Hong Kong.*  
 1889 GRAHAM, WILLIAM H., *Albany, Western Australia.*  
 1889 †GRAHAM, WOODTHORPE T., J.P., P.O. Box 1155, *Johannesburg, Transvaal.*  
 1899 †GRAIN, ERNEST A., *Ngaire, New Plymouth, New Zealand.*  
 1883 GRAINGER, RICHARD KEAT, *Barkly West, Cape Colony.*  
 1897 GRANNUM, CLIFTON, *Assistant Treasurer, Accra, Gold Coast Colony.*  
 1897 †GRANT, DUNCAN, *St. Kilda, Melbourne, Victoria.*  
 1879 †GRANT, E. H.  
 1889 GRANT, HENRY E. W., *Colonial Secretariat, Belize, British Honduras.*  
 1896 GRANT, SIR JAMES A., M.D., K.C.M.G., F.G.S., 150 *Elgin Street, Ottawa, Canada.*  
 1877 GRANT, COLONEL THOMAS HUNTER, *c/o William Bignell, Esq., Quebec, Canada.*  
 1890 GRANT-DALTON, ALAN, M.Inst.C.E., *c/o Engineer-in-Chief, Government Railways, Cape Town, Cape Colony.*  
 1897 GRAVES, SOMERSET H., *Hereford Street, Christchurch, New Zealand.*  
 1884 GRAY, HON. GEORGE W., M.L.C., *Brisbane, Queensland.*  
 1888 †GRAY, ROBERT, *care of Messrs. Dalgety & Co., Sydney, New South Wales.*  
 1892 GRAY, WENTWORTH D., *Salisbury, Rhodesia.*  
 1887 †GREATHHEAD, JOHN BALDWIN, M.B. C.M. (Edin.), *Grahamstown, Cape Colony.*  
 1902 GREAVES, WILLIAM A. B., *Newbold, Clarence River, New South Wales.*  
 1897 GRECH, SALVATORE, M.D., *Margherita House, Cospicua, Malta.*  
 1888 †GREEN, DAVID, *Ferndale Villa, Musgrave Road, Durban, Natal.*  
 1896 GREEN, FRANK J., *Public Works Department, Lagos, West Africa.*  
 1903 GREEN, HELPERIUS R., *Messrs. E. K. Green & Co., Somerset Road, Cape Town, Cape Colony.*  
 1900 GREEN, HENRY E. OWEN, *Chamber of Mines, Bulawayo, Rhodesia.*  
 1877 †GREEN, ROBERT COTTLE, *Pretoria, Transvaal.*  
 1880 †GREENACRE, SIR BENJAMIN W., *Durban, Natal.*  
 1896 GREENACRE, WALTER, *Durban, Natal.*  
 1889 GREENE, EDWARD M., K.C., M.L.A., *Maritzburg, Natal.*  
 1899 GREENE, GEORGE, P. O. Box 406, *Cape Town, Cape Colony.*  
 1884 GREENE, MOLESWORTH, *Greystones, Melbourne, Victoria.*

Year of  
Election.

- 1893 †GREENLEES, JAMES NEILSON, *Stock Exchange, Johannesburg, Transvaal.*
- 1894 †GREENLEES, T. DUNCAN, M.D., *The Asylum, Fort England, Grahams-  
town, Cape Colony.*
- 1895 GREENWOOD, G. DEAN, J.P., *Teviotdale, Canterbury, New Zealand.*
- 1896 GREIG, GEORGE, *Laxapana, Maskeliya, Ceylon.*
- 1895 GREY, MAJOR RALEIGH, C.M.G., M.L.C., *Bulawayo, Rhodesia.*
- 1881 †GREY-WILSON, H.E. WILLIAM, C.M.G., *Government House, Stanley  
Falkland Islands.*
- 1879 †GRICE, JOHN, *Melbourne Club, Melbourne, Victoria.*
- 1885 GRIFFIN, C. T., M.R.C.S.E., L.R.C.P.E., *Superintending Medical Officer,  
Haputale, Ceylon.*
- 1882 †GRIFFITH, HON. HORACE M. BRANDFORD, C.M.G., *Colonial Secretary,  
Bathurst, Gambia.*
- 1881 GRIFFITH, THE RT. HON. SIR SAMUEL W., G.C.M.G., *Chief Justice,  
Brisbane, Queensland.*
- 1883 †GRIFFITH, HIS HONOUR CHIEF JUSTICE SIR WILLIAM BRANDFORD, B.A.,  
*Accra, Gold Coast Colony.*
- 1901 †GRIFFITHS, HARRY D., A.R.S.M., M.I.M.E., &c., *P.O. Box 2146,  
Johannesburg, Transvaal.*
- 1900 GRIFFITHS, CAPTAIN J. NORTON, J.P., F.G.S., M.I.M.M., *Salisbury Club,  
Rhodesia.*
- 1889 †GRIFFITHS, THOMAS GRIFF, *Port Elizabeth, Cape Colony.*
- 1890 GRIMANI, EDMUND HORNBY, *Tamsui, Formosa, China.*
- 1896 GRIMMER, WM. P., *Salisbury, Rhodesia.*
- 1884 †GRIMWADE, HON. F. S., M.L.C., *Harleston, Caulfield, Melbourne, Victoria.*
- 1897 GRINTER, REV. JOHN, *The Rectory, San José, Costa Rica.*
- 1897 †GROVE, DANIEL, c/o K. Dunbar-Anderson, Esq., *P.O. Box 4776, Johan-  
nesburg, Transvaal.*
- 1884 GRUNDY, EUSTACE BEARDOE, K.C., *Adelaide, South Australia.*
- 1902 GUBBAY, R. A., *8 Duddell Street, Hong Kong.*
- 1884 GUERITZ, E. P., *Judicial Commissioner, Sandakan, British North Borneo  
(Corresponding Secretary).*
- 1902 GUMPERTZ, HARRY S., *Rhodesia Goldfields, Limited, Salisbury, Rhodesia.*
- 1889 GURDEN, R. L., *346 Flinders Street, Melbourne, Victoria.*
- 1889 †GUTHRIE, ADAM W., *Port Elizabeth, Cape Colony.*
- 1878 GUTHRIE, CHARLES, *London Bank of Australia, Melbourne, Victoria.*
- 1903 GUTTMANN, JOSEPH T., *Stock Exchange, Johannesburg, Transvaal.*
- 1890 †HAARHOFF, DANIEL J., M.L.A., J.P., *Kimberley, Cape Colony.*
- 1895 †HACKER, REV. WILLIAM J., *Maritzburg, Natal.*
- 1902 HADDON, FREDERICK W., "Argus" Office, *Melbourne, Victoria (Corre-  
sponding Secretary).*
- 1895 HADDON-SMITH, HON. G. B., C.M.G., *Colonial Secretary, Freetown, Sierra  
Leone.*
- 1902 HADDON-SMITH, HENRY B., *Govt. Railway, Sekondi, Gold Coast Colony.*
- 1902 HAES, ARTHUR, *P.O. Box 198, Bloemfontein, Orange River Colony.*
- 1894 HAGGART, E. A. H., *Kingston, Jamaica.*
- 1881 HAGUE, GEORGE, *Rotherwood, Redpath Street, Montreal, Canada (Corre-  
sponding Secretary).*



Year of  
Election.

- 1896 HAINES, CHARLES H., M.A., M.D., *Princes Street, Auckland, New Zealand*  
 1893 †HAINS, HENRY, *Rand Club, Johannesburg, Transvaal.*  
 1897 HALL, REV. ALFRED, *Baydonfield, Port Elizabeth, Cape Colony.*  
 1897 HALL, GODFREY, *Hororata, Canterbury, New Zealand.*  
 1883 HALL, HON. SIR JOHN, K.C.M.G., *Hororata, Canterbury, New Zealand.*  
 1892 HALL, ROBERT E., P.O. Box 12, *Johannesburg, Transvaal.*  
 1887 HALL, WALTER R., *Wildfell, Potts Point, Sydney, New South Wales.*  
 1902 HALLAM, HARRY, *Sennar, Sudan.*  
 1893 HALLENSTEIN, BENDIX, *Dunedin, New Zealand.*  
 1896 HALLIDAY, GEORGE C., M.A., *Murwillumbah, Tweed River, New South Wales.*  
 1901 HALLIFAX, JAMES W., *George Town, Penang, Straits Settlements.*  
 1885 HAMILTON, HON. C. BOUGHTON, C.M.G., M.E.C., *Receiver-General, Georgetown, British Guiana (Corresponding Secretary).*  
 1899 HAMILTON, DAVID, *Australasian United S.N. Co., Collins Street, Melbourne, Victoria.*  
 1894 HAMILTON, HENRY DE COURCY.  
 1897 HAMILTON, H. W. B., *Hannan's Club, Kalgoorlie, Western Australia.*  
 1900 HAMILTON, CAPTAIN JAMES DE COURCY, R.N.  
 1889 HAMILTON, JOHN T., *Equitable Life Assurance Society of the United States, Shanghai, China.*  
 1883 HAMNETT, FREDERICK HARPER, *care of Messrs. Arbuthnot & Co., Madras.*  
 1888 †HAMPSON, B. A. T., *Lancaster House, Ridge Road, Berea, Durban, Natal.*  
 1888 †HAMPSON, J. ATHEERTON, *Hampson's Buildings, South St., Durban, Natal.*  
 1889 †HANCOCK, EDWARD, *Rand Club, Johannesburg, Transvaal.*  
 1895 HANCOCK, H. R., *Ivymeade, Burnside, South Australia.*  
 1897 †HANCOCK, STRANGMAN, *Jumpers Deep, Limited, Cleveland, Johannesburg, Transvaal.*  
 1899 †HANCOCK, SYDNEY, *10 Queen's Gardens, Hong Kong.*  
 1885 †HANINGTON, ERNEST B. C., M.D., *Victoria, British Columbia (Corresponding Secretary).*  
 1897 †HANKIN, CHRISTOPHER L.  
 1900 HANNA, JAMES C., *Northern Club, Auckland, New Zealand.*  
 1885 †HANNAM, CHARLES, *Port Elizabeth, Cape Colony.*  
 1889 †HANSEN, VIGGO J.  
 1888 †HARDIE, WILLIAM, *Fairmont P.O., Kootenay Valley, British Columbia.*  
 1897 HARDING, GEORGE MAY, *Umtata, Tembuland, Cape Colony.*  
 1889 HARDING-FINLAYSON, MORGAN H., *Port of Spain, Trinidad.*  
 1889 †HARDS, HARRY H., *Grahamstown, Cape Colony.*  
 1886 HARDWICKE, EDWARD A., L.R.C.P., *Howick, Natal.*  
 1884 HARDY, JAMES A., M.R.C.S., c/o G.P.O., *Sydney, New South Wales.*  
 1898 HARDY, JOHN, *Printing Office Street, Maritzburg, Natal.*  
 1883 HAREL, PHILLIBERT C., *Land of Plenty House, Essequibo, British Guiana.*  
 1893 HARFORD, FREDERICK, M.L.C., *St. Andrew's, Grenada.*  
 1886 HARLEY, JOHN, *Belize, British Honduras.*  
 1902 HARMSWORTH, CAPTAIN ALFRED C., *Pearston, via Somerset East, Cape Colony.*  
 1882 †HARPER, CHARLES, M.L.A., J.P., *Guildford, Western Australia.*  
 1902 HARPER, NOEL G., *Haenertsburg, Transvaal.*  
 1884 HARPER, ROBERT, M.P., *Toorak, Melbourne, Victoria.*  
 1881 †HARRIS, LIEUT.-COLONEL DAVID, C.M.G., M.L.A., *Kimberley, Cape Colony.*

Year of  
Election.

- 1883 †HARRIS, HENRY WILLIAM J., *Kimberley, Cape Colony.*  
 1896 HARRIS, JOHN MYER, *Sulymah, Sierra Leone.*  
 1901 HARRIS, LIONEL B., *Axim, Gold Coast Colony.*  
 1897 HARRIS, SAUL, P.O. Box 1473, *Johannesburg, Transvaal.*  
 1890 †HARRISON FRANK, *Farnham, Annapolis Royal, Nova Scotia.*  
 1892 HARRISON J. H. HUGH, M.R.C.S.E., L.R.C.P., *Orange Walk, British Honduras.*  
 1889 †HARRISON, J. SPRANGER.  
 1896 HARRISSON, SYDNEY T., *Zungeru, Northern Nigeria.*  
 1885 †HARROW, EDWIN, *c/o General Post Office, Sydney, New South Wales.*  
 1881 †HARSANT, SIDNEY B., *Rand Club, Johannesburg, Transvaal.*  
 1902 HART, PETER FRANCIS, *Sydney, New South Wales.*  
 1902 HARTLAND, JOSEPH B., *Bulawayo, Rhodesia.*  
 1902 HARTLEY, JAMES H., *Observatory, Cape Town, Cape Colony.*  
 1885 HARTLEY, COLONEL EDMUND B., V.C., C.M.G., *Defence Department, Cape Town, Cape Colony.*  
 1891 HARVEY, ALEXANDER T., 63 *Pitt Street, Sydney, New South Wales.*  
 1903 HARVEY, HARRY G. C., *Barrister-at-Law, Christchurch, New Zealand.*  
 1884 HARVEY, JAMES, J.P., *Adelaide, South Australia.*  
 1898 HARVEY, JOHN, *St. John's, Newfoundland.*  
 1882 HARVEY THOMAS L., *Kingston, Jamaica.*  
 1901 HARWIN, JOHN, *Sans Souci, Maritzburg, Natal.*  
 1897 HARWOOD, JOSHUA J., *Architectural Department, Perth, Western Australia.*  
 1903 HARWOOD, HON THOMAS C., M.L.C. *Geelong, Victoria.*  
 1902 †HASSALL, RAYMOND L., 11 *Castlereagh Street, Sydney, New South Wales.*  
 1891 HASSARD, CHARLES, *Relief Works, Mushroom Valley, Winburg, Orange River Colony.*  
 1896 HASKINS, HENRY GORE, *Rand Club, Johannesburg, Transvaal.*  
 1896 †HATHORN, FERGUS A., *Villa Siloretta, Avenue du Léman, Lausanne, Switzerland.*  
 1887 HATHORN, KENNETH H., K.C., M.L.A., P.O. Box 3, *Maritzburg, Natal.*  
 1900 †HATHORN, K. HOWARD, B.A., P.O. Box 3, *Maritzburg, Natal.*  
 1884 HAYLOCK, H.E. SIR ARTHUR E., G.C.S.I., G.C.M.G., G.C.I.E., *Government House, Hobart, Tasmania.*  
 1889 †HAWKER, EDWARD W., M.A., LL.M., *Adelaide, South Australia.*  
 1897 HAWKER, MICHAEL S., *Adelaide Club, South Australia.*  
 1897 HAWKER, RICHARD M., *Adelaide, South Australia.*  
 1882 HAWKES, GEORGE WRIGHT, J.P., 188 *Childers Street, North Adelaide, South Australia.*  
 1897 HAWKINS, ALFRED, *Sette Camma, Congo, West Africa.*  
 1898 HAWKINS, ISAAC T., A.M.Inst.C.E., *Public Works Department, Lagos, West Africa.*  
 1894 HAWTAYNE, MAJOR T. M. (N. Staff. Regt.), *Subathu, Punjab, India.*  
 1900 †HAY, HARRY ALGERNON, *Collendina, Corowa, New South Wales.*  
 1880 †HAY, HENRY *Collendina, Corowa, New South Wales.*  
 1885 †HAY, JAMES, P.O. Box 52, *Johannesburg, Transvaal.*  
 1896 HAY, JAMES DOUGLAS, *Cue, Western Australia.*  
 1897 HAY, JAMES M. ALLAN, P.O. Box 48, *Maritzburg, Natal.*  
 1891 †HAY, JOHN, LL.D., *Crow's Nest, North Sydney, New South Wales.*  
 1878 †HAY, WILLIAM, *Melbourne, Victoria.*

Year of  
Election.

- 1901 HAYES-SADLER, LIEUT.-COL. JAMES, C.B., *H.M. Commissioner, Uganda.*
- 1899 HAYFORD, ERNEST JAMES, M.D., M.R.C.S.E., *Cape Coast, Gold Coast Colony.*
- 1899 HAYFORD, REV MARK C., D.D., F.R.G.S., *Axim, Gold Coast Colony.*
- 1897 HAYNE, CHARLES, *Burg Street, Cape Town, Cape Colony.*
- 1883 HAYNES, ROBERT, *Registrar in Chancery, Bridgetown, Barbados.*
- 1901 HAYTER, A. C., *Transcontinental Telegraph Co., Fort Jameson, North-Eastern Rhodesia.*
- 1899 †HAYWARD, FRANK E., *Messrs. J. Martin & Co., Adelaide, South Australia.*
- 1889 †HAZELL, CHARLES S., *Port Elizabeth, Cape Colony.*
- 1897 †HEAD, WM. BEACHY, P. O. Box 1146, *Johannesburg, Transvaal.*
- 1892 HEATH, WALTER, M.A., *care of Messrs. Hart & Flower, Adelaide Street, Brisbane, Queensland.*
- 1902 †HEATLIE, ARTHUR, B.A., A.M.Inst.C.E., *Government Railways, De Aar, Cape Colony.*
- 1891 HEDDEN, GEORGE H., *Erambie, Molong, New South Wales; and Union Club.*
- 1886 †HEBRON, HON. A. S., M.L.C., *Barrister-at-Law, Freetown, Sierra Leone.*
- 1891 HECTOR, CAPTAIN G. NELSON, R.N.R., *Villa Nelson, Valescure, St. Raphael, France.*
- 1876 \*HECTOR, SIR JAMES, K.C.M.G., *Wellington, New Zealand.*
- 1903 HEDLEY, T. LIETCH, *Cape Forage Co., Newlands, Cape Town, Cape Colony.*
- 1889 HELY-HUTCHINSON, H.E. THE HON. SIR WALTER F., G.C.M.G., *Government House, Cape Town, Cape Colony.*
- 1886 †HEMERY, PERCY, *Assistant Receiver-General, Berbice, British Guiana.*
- 1896 HEMMING, H.E. SIR AUGUSTUS W. L., G.C.M.G., *Government House, Kingston, Jamaica.*
- 1881 HEMMING, JOHN, *Grahamstown, Cape Colony.*
- 1902 HEMMENS, CAPTAIN R. A. *Drill Hall, Cape Town, Cape Colony.*
- 1889 HENDERSON, J. C. A., *Pretoria, Transvaal.*
- 1889 HENDERSON, SAMUEL, *Woodford Lodge, Trinidad.*
- 1900 †HENDERSON, THOMSON, *National Bank, Pretoria, Transvaal.*
- 1896 HENDRIKS, A. J., *Black River, Jamaica.*
- 1891 †HENNESSY, DAVID V., J.P., *Sydenham, St. Kilda, Melbourne, Victoria.*
- 1896 HENRY HON. JOHN, *Devonport West, Tasmania.*
- 1902 HENSEHALL, THOMAS, *Postmaster, Port Elizabeth, Cape Colony.*
- 1899 †HERBERT, REGINALD F. DE COURCY, J.P., *Plantation Springlands, Berbice, British Guiana.*
- 1903 HERSHENSOHN ALLAN C., P.O. Box 2540, *Johannesburg, Transvaal.*
- 1903 HERTSLET, PERCY *Customs Department, Johannesburg, Transvaal.*
- 1903 HEUSLER, CHRISTIAN A., *Brisbane, Queensland.*
- 1893 HEWICK, HON. MR. JUSTICE JOHN E., *Georgetown, British Guiana.*
- 1902 HEYDEMAN, HARRY A.M.I.Mech.E., *Ladybrand, Orange River Colony.*
- 1900 HICKMAN, W ALBERT, B.Sc., *St. John, New Brunswick.*
- 1898 HICKS, HERBERT G., *Oudtshoorn, Cape Colony.*
- 1903 HICKS-BRATT, ALEXANDER H., *Customs Department, Old Calabar, Southern Nigeria.*
- 1888 †HIDDINGH, J. M. F., *care of Standard Bank, Cape Town, Cape Colony.*
- 1886 †HIDDINGH, MICHAEL, F.C.S., *Newlands, Cape Colony.*
- 1893 HIDDINGH, WILLIAM, *Barrister-at-Law, Cape Town, Cape Colony.*
- 1883 †HIGHTT, JOHN MOORE.

Year of  
Election.

- 1903 HILDERETH, HAROLD C., F.R.C.S.Edin., *Government Railway, Bo, Sierra Leone.*
- 1892 HILL, CHARLES WM., *Assistant Treasurer, The Castle, Cape Coast, Gold Coast Colony.*
- 1887 HILL, HON. EDWARD C. H., *Auditor-General, Singapore.*
- 1902 HILL, J. WOODWARD, A.M.Inst.C.E., *Water Works, Bloemfontein, Orange River Colony.*
- 1901 HILL, LIEUT.-COLONEL THOMAS ALEXANDER, *Bloemfontein, Orange River Colony.*
- 1887 HILL, LUKE M., A.M.Inst.C.E., *Georgetown, British Guiana.*
- 1888 †HILL, THOMAS HESLOP, *Sungei Ujong, Straits Settlements.*
- 1891 HILL, WARDROP M., *Queensland Club, Brisbane, Queensland.*
- 1900 †HILLIARD, CHARLES H., *Resident Magistrate, Sutherland, Cape Colony.*
- 1889 HILLS, T. AGG, 31 *Queen Street, Melbourne, Victoria.*
- 1901 HILLYER, W. HENRY, M.R.C.S., L.R.C.P., c/o J. H. Cheetham, Esq, *Cape Coast, Gold Coast Colony.*
- 1898 †HILTON, THOMAS J., *Freetown, Sierra Leone.*
- 1903 HIME, LIEUT.-COLONEL RIGHT HON. SIR ALBERT H., K.C.M.G., M.L.A., *Naritzburg, Natal.*
- 1903 HIRSCH, AUGUST, *Port Elizabeth, Cape Colony.*
- 1902 †HIRSCHHORN, FRIEDRICH, *Kimberley, Cape Colony.*
- 1888 †HITCHINS, CHARLES, M.L.A., *Durban, Natal.*
- 1897 HITCHINS, JOHN F., *Durban, Natal.*
- 1902 HOCHSCHILD, SIGMUND, P.O. Box 25, *Cape Town, Cape Colony.*
- 1902 HOCKEN, THOMAS M., M.R.C.S.E., F.L.S., *Dunedin, New Zealand.*
- 1902 †HOCKLY, DANIEL EDWARD, *East London, Cape Colony.*
- 1884 HODGSON, H. E. SIR FREDERIC M., K.C.M.G., *Government House, Barbados.*
- 1894 †HOEY, UNG BOK, *Penang, Straits Settlements.*
- 1901 HOFMEYR, ADRIAN J. L., *Wynberg, Cape Colony.*
- 1897 †HOFMEYR, HENRY J., B.A., P.O. Box 3357, *Johannesburg, Transvaal.*
- 1885 HOFMEYR, HON. J. H., *Cape Town, Cape Colony.*
- 1896 HOLDSHIP, THOMAS H., *Australian Club, Sydney, New South Wales.*
- 1894 HOLE, HUGH MARSHALL, *Civil Commissioner, Bulawayo, Rhodesia.*
- 1889 HOLLAND, CUYLER A., *care of British Columbia Land Co., Victoria, British Columbia.*
- 1901 HOLLAND, HON. CHARLES THEODORE, M.L.C, J.P., c/o *Charterland Gold-fields, Limited, Bulawayo, Rhodesia.*
- 1903 HOLLANDER, FELIX CHARLES, *Durban, Natal.*
- 1898 †HOLLIDAY, CECIL, 293 *Church Street, Maritzburg, Natal.*
- 1889 †HOLLINS, RICHARD R., P.O. Box 289, *Johannesburg, Transvaal and Pretoria.*
- 1896 †HOLLIS, A. CLAUD, H.B.M. Vice-Consulate, *Mombasa, East Africa.*
- 1889 HOLMES, JOHN R., *District Judge, Limassol, Cyprus.*
- 1902 HOLMES, WM. J., *Upington, Cape Colony.*
- 1891 HOLBOYD, HON. MR. JUSTICE EDWARD D., *Melbourne, Victoria.*
- 1887 †HOLT, WALTER H., J.P., *Australian Club, Sydney, New South Wales.*
- 1894 HOLTON, HAROLD, *Vancouver, British Columbia.*
- 1889 †HOMAN, LEONARD E. B., P.O. Box 178, *Johannesburg, Transvaal.*
- 1890 HONBY, RICHARD, 2nd *Providencia No. 4, Mexico.*
- 1902 HOOD, A. JARVIS, M.B., C.M., 127 *Macquarie Street, Sydney, N.S.W.*
- 1898 HOOD, WM. ACLAND, St. Audries, *Gisborne, New Zealand.*

Year of  
Election.

- 1902 HOOPEE, RAYMOND E., 364 *Smith Street, Durban, Natal.*  
 1884 †HOPE, C. H. S., *Maretimo, Glenelg, South Australia.*  
 1884 †HOPE, JAMES WILLIAM, M.R.C.P. *Fremantle, Western Australia.*  
 1888 HOPLBY, HON. MR. JUSTICE WILLIAM M., *Kimberley, Cape Colony.*  
 1883 †HORDERN, EDWARD CARR, 211 *Pitt Street, Sydney, New South Wales.*  
 1897 †HORDERN, SAMUEL, *Retford Hall, Darling Point, Sydney, New South Wales.*  
 1892 HORN, THOMAS SUTHERLAND, *Adelaide, South Australia.*  
 1901 †HORNBY, WILLIAM F. *Chellow Dean, Bloemfontein, Orange River Colony.*  
 1898 HORNBY-PORTER, CHARLES, *Colonial Secretariat, Lagos, West Africa.*  
 1890 †HORNABROOK, CHARLES A., *Gilles Street, Adelaide, South Australia.*  
 1897 HOSE, RT. REV. GEORGE F., D.D., *Lord Bishop of Singapore and Sarawak, Bishop's House, Singapore.*  
 1896 HOSKEN, HON WILLIAM, M.L.C., *P.O. Box 667, Johannesburg, Transvaal.*  
 1884 †HOSMER, MAJOR EDWARD A. C., *Virden, Manitoba, Canada.*  
 1900 HOUGH, T F 8 *Des Vaux Rd. Central, Hong Kong.*  
 1894 HOWARD, JOHN WM., *Bulawayo, Rhodesia.*  
 1898 HOWE, CHARLES, *P.O. Box 5168, Johannesburg, Transvaal.*  
 1899 HOWELL, HENRY SPENCER, *Stonyhurst, Galt, Ontario, Canada.*  
 1902 HOYLE, HERBERT H. A., *Ibadan, Lagos, West Africa.*  
 1903 †HOYLE, JAMES J., *P.O. Box 744, Johannesburg, Transvaal.*  
 1898 HUDSON, HON ARTHUR, *Attorney-General, Freetown, Sierra Leone.*  
 1894 †HUDSON, WALTER E., *P.O. Box 189, Johannesburg, Transvaal.*  
 1899 HUGGINS, HENRY D. *Stipendiary Justice, Cedros, Trinidad.*  
 1901 HUGHES, LIEUT.-COLONEL FREDERIC G., D.A.A.G., 395 *Collins Street, Melbourne Victoria.*  
 1901 †HUGHES, HUGH STANLEY, *Minnewater, Kuranda, Queensland.*  
 1887 †HUGHES-HUGHES, T W  
 1894 HULETT, GEORGE HERBERT *Advocate of the Supreme Court, Verulam, Natal.*  
 1884 HULETT, HON. SIR JAMES LIEGE, M.L.A. J.P. *Kearsney, Nonoti, Natal.*  
 1902 HULETT, HORACE B., *Kearsney, Nonoti, Natal.*  
 1887 HULL, GEORGE H., *Kimberley, Cape Colony.*  
 1901 †HULL, HON HENRY C., M.L.C., *P.O. Box 948, Johannesburg, Transvaal.*  
 1903 HULSTON, JOHN, 319 *Smith Street, Durban, Natal.*  
 1901 HUMBY, ALBERT J., M.Inst.C.E., *Government Railways, Maritzburg, Natal.*  
 1893 HUMBY, HENRY G., M.Inst.C.E., *P.O. Box 86, Maritzburg, Natal.*  
 1901 HUMPHREYS, GEORGE, *Christchurch, New Zealand.*  
 1880 HUMPHREYS, OCTAVIUS, *Chief Registrar of the Supreme Court of the Leeward Islands, St. John's, Antigua.*  
 1889 HUNT, WALTER R., *Auditor-General, Nassau, Bahamas.*  
 1883 HUNTER, CHARLES THOMSON *Belize, British Honduras.*  
 1889 HUNTER, SIR DAVID, K.C.M.G., *Government Railways, Durban, Natal.*  
 1884 HUNTER, HAMILTON, C.M.G., *H.B.M. Consul, Tonga, Friendly Islands.*  
 1898 †HUNTER, JAMES M., *Government Railways, Durban, Natal.*  
 1899 HUNTER, JOSEPH, *Victoria, British Columbia.*  
 1896 †HUNTER, THOMAS A., 27 *Octagon, Dunedin, New Zealand.*  
 1903 HUNTER, WILLIAM M., 161 *Loop Street, Maritzburg, Natal.*  
 1897 HURRELL, WILLIAM, *Gwelo, Rhodesia.*  
 1901 HUTCHESON, DUNCAN, P.V.S., *Agricultural Department, Cape Town, Cape Colony.*

Year of  
Election.

- 1903 HUTCHINGS, C., *Rewa River, Fiji.*  
 1896 HUTCHINSON, GEORGE H.  
 1897 HUTCHINSON, HIS HONOUR CHIEF JUSTICE SIR JOSEPH T., M.A., *Nicosia, Cyprus.*  
 1900 HUTCHINSON, HON. ELLIOTT, ST. M., M.L.C., *Bulawayo, Rhodesia.*  
 1901 HUTSON, HON. EYRE, *Colonial Secretary, Hamilton, Bermuda.*  
 1883 HUTTON, HON. CHARLES WILLIAM, *Rondebosch, Cape Colony.*  
 1893 HUTTON, EDWARD M., M.A. *Registrar, Supreme Court, Gibraltar.*  
 1887 †HUTTON, J MOUNT.  
 1892 HUTTON, WILLIAM, *Office of the Transvaal Collector of Customs, Lourenço Marques, East Africa.*  
 1900 HUXTABLE, F W., *P.O. Box 2682, Johannesburg, Transvaal.*  
 1885 †HYAM, ABRAHAM, *P.O. Box 234, Kimberley, Cape Colony.*
- 1884 IKIN, REV. ALFRED, D.D., *Point, Natal.*  
 1898 IMPEY, SAMUEL P., M.D., C.M., *Overbeek Square, Cape Town, Cape Colony.*  
 1880 IM THURN, HON EVERARD F., C.B., C.M.G., *Colonial Secretary, Colombo, Ceylon.*  
 1894 †INGLIS, HON. JAMES, M.L.A., *Dean's Place, Sydney, New South Wales.*  
 1896 INGLIS, WM. WOOD, *P.O. Box 2056, Johannesburg, Transvaal.*  
 1901 †INKSETTER, WM. ELLSWORTH, M.D., *Alajuela, Costa Rica*  
 1901 IRELAND, PROFESSOR ALLEYNE, *The University, Chicago; and St. Botolph Club, Boston, Mass., U.S.A.*  
 1895 INNISS, THOMAS WALROND, *Britannia Estate, Mauritius.*  
 1891 I'ONS, FREDERICK F., *Lincoln Hotel, Durban, Natal.*  
 1892 IRELAND, J. S. A., M.B. (*Surgeon Superintendent, Indian Emigration Service*).  
 1891 IRVINE, HON. HANS W. H., M.L.C., *Great Western Vineyard, Victoria.*  
 1891 IRVING, ROBERT J.  
 1897 ISAAC, GEORGE MICHAEL, *P.O. Box 3110, Johannesburg, Transvaal.*  
 1886 †ISAACS, DAVID, *Cape Town, Cape Colony.*  
 1891 ISAACS, EMANUEL, *P.O. Box 1, Mafeking, Cape Colony.*  
 1901 ISEMONGER, FRANCIS M., *District Magistrate, Beaufort, British N. Borneo.*
- 1902 JACK, WM. LANGLANDS, *423 Collins Street, Melbourne, Victoria.*  
 1899 †JACKSON, CECIL GOWER, J.P., *Magistrate's Office, Ladysmith, Natal.*  
 1881 JACKSON, H.E. SIR HENRY M., K.C.M.G., *Government House, Suva, Fiji.*  
 1890 JACKSON, ROBERT E., K.C., *Victoria, British Columbia.*  
 1902 †JACKSON, THOMAS A., *305 Bulwer Street, Maritzburg, Natal.*  
 1897 †JACOB, WILLIAM F., *Feilding New Zealand.*  
 1901 JACOBS, DAVID M., *P.O. Box 230, Salisbury, Rhodesia.*  
 1883 †JACOBS, ISAAC, *72 Queen Street, Melbourne, Victoria.*  
 1897 JAGGER, JOHN WM., M.L.A. *Cape Town, Cape Colony.*  
 1876 †JAMES, J. WILLIAM, F.G.S., *Tanasari, Blakehurst, Sydney, New South Wales.*  
 1894 JAMES, PHILIP HAUGHTON, *Paradise, Savanna-la-Mar, Jamaica.*  
 1897 JAMES, RUDOLPH, c/o F. H. Hamilton, Esq., *Audit Department, Pretoria, Transvaal.*

Year of  
Election.

- 1893 JAMESON, HON. ADAM, M.D., *Commissioner of Lands, Pretoria, Transvaal.*  
 1900 JAMESON, CHARLES S., 354 *West Street, Durban, Natal.*  
 1895 JAMESON, GEORGE, *Mostyn, Springston, Canterbury, New Zealand.*  
 1899 JAMESON, HENRY LYSTER, B.A., PH.D., *c/o Standard Bank of South Africa, Johannesburg, Transvaal.*  
 1901 JAMESON, JOHN W. DALE, *The Club, Bulawayo, Rhodesia.*  
 1881 †JAMESON, DR. L. S., C.B., M.L.A., *Kimberley, Cape Colony.*  
 1895 JAMESON, HON. ROBERT, M.L.C., *Durban, Natal (Corresponding Secretary).*  
 1897 JAMIESON, EDMUND C., *P.O. Box 357, Johannesburg, Transvaal.*  
 1897 JAMIESON, GEORGE, C.M.G.  
 1897 JAMIESON, JOHN H., *P.O. Box 2576, Johannesburg, Transvaal.*  
 1886 †JAMIESON, M. B., C.E., 39 *Queen Street, Melbourne, Victoria.*  
 1895 JARDINE, JOHN F., *Hawkes Bay Club, Napier, New Zealand.*  
 1882 JARRETT, MICHAEL LEWIS, M.R.C.S.E., L.R.C.P. (Edin.), *British Sherbro, West Africa.*  
 1894 JEFFRAY, ALAN, *c/o Australian Estates & Mortgage Co., Townsville, Queensland.*  
 1893 JELlicoe, CAPTAIN R. VINCENT, R.E.  
 1893 JENKINS, ARTHUR ROGERS, *Durban, Natal.*  
 1900 JENKINS, GEORGE H. V., *Herbert Park, Armidale, New South Wales.*  
 1872 †JENKINS, H. L., *Indian Civil Service.*  
 1889 †JEPPE, CARL, *Barrister-at-Law, Cape Town, Cape Colony.*  
 1882 †JEPPE, JULIUS, *Danish Consul, Cape Town, Cape Colony.*  
 1895 †JEPPE, JULIUS, JUN., *P.O. Box 60, Johannesburg, Transvaal.*  
 1895 JESSOP, WILLIAM H., *P.O. Box 213, Johannesburg, Transvaal.*  
 1900 JOBSON, CAPTAIN MAITLAND B., *Fort Jameson, North-Eastern Rhodesia.*  
 1895 †JOEL, LOUIS, *P.O. Box 232, Johannesburg, Transvaal.*  
 1897 JOHNSON, HON. EDWARD O., *Colonial Treasurer, Freetown, Sierra Leone.*  
 1893 †JOHNSON, FRANK W. F., *Salisbury, Rhodesia.*  
 1884 JOHNSON, FREDERICK WILLIAM, A.Inst.C.E.  
 1903 JOHNSON, CAPTAIN J. VINER, *Bloemfontein, Orange River Colony.*  
 1895 JOHNSON, JOSEPH C. F., *Adelaide, South Australia.*  
 1902 JOHNSON, SYDNEY N., *Charters Towers, Queensland.*  
 1894 JOHNSTON, HON. C. J., M.L.C., *Wellington, New Zealand.*  
 1891 †JOHNSTON, DAVID W., M.D., *P.O. Box 2022, Johannesburg, Transvaal.*  
 1896 JOHNSTON, D. HOPE, *c/o Bank of Australasia, Sydney, New South Wales.*  
 1888 JOHNSTON, SIR HARRY H., G.C.M.G., K.C.B.  
 1889 †JOHNSTON, JAMES, J.P., *Oakbank, Mount Barker, South Australia.*  
 1899 JOHNSTON, J. BARRE, 20 *Loftus Street, Sydney, New South Wales.*  
 1889 JOHNSTON, PERCIVAL, J.P., *care of Messrs. Jones & Jones, Lincoln's Inn Chambers, Elizabeth Street, Sydney, New South Wales.*  
 1885 JOHNSTON, SYDNEY, *Napier, New Zealand.*  
 1885 JOHNSTON, HON. WALTER WOODS, M.H.R., *Wellington, New Zealand.*  
 1898 JOHNSTONE, GEORGE W., L.R.C.P., L.R.C.S., 4 *Ballina Road, Singapore.*  
 1890 JOHNSTONE, ROBERT, *Board of Supervision, Kingston, Jamaica.*  
 1899 JOLLY, LESLIE; M.Aus.I.M.E., *Launceston, Tasmania.*  
 1901 JONES, EDWARD LLOYD, *Hatherley, Homebush Road, Strathfield, Sydney, New South Wales.*  
 1889 †JONES, EVAN H., J.P., *Kimberley, Cape Colony.*

Year of  
Election.

- 1898 JONES, JAMES, 5 *Boom Street, Cape Town, Cape Colony.*  
 1891 JONES, JOHN R., P.O. Box 966, *Pretoria, Transvaal.*  
 1882 JONES, OSWALD, *Hamilton, Bermuda.*  
 1884 JONES, PHILIP SYDNEY, M.D., 16 *College Street, Sydney, New South Wales.*  
 1896 JONES, COMMANDER R. D. PAGET, *Marine Supt., Lokoja, Northern Nigeria.*  
 1898 JONES, RICHARD EVAN, *Cape Coast, Gold Coast Colony.*  
 1873 JONES, HON. MR. JUSTICE S. TWENTYMAN, *Grahamstown, Cape Colony.*  
 1882 JONES, HON. MR. JUSTICE W. H. HYNDMAN, *Penang, Straits Settlements.*  
 1897 †JONES, HIS GRACE WILLIAM WEST, D.D., *Lord Archbishop of Cape Town, Bishop's Court, Claremont, Cape Colony.*  
 1890 JONES, WM. HERBERT, 278 *Collins Street, Melbourne, Victoria.*  
 1901 JONES, WILLIAM HUGH, *Kalgoortie, Western Australia.*  
 1903 JOSEPH, SELIM B., P.O. Box 723, *Cape Town, Cape Colony.*  
 1893 JUDD, ALBERT G., care of J. G. Leeb, Esq., *Rondebosch, Cape Colony.*  
 1899 JUDSON, DANIEL, J.P., *Bulawayo, Rhodesia.*  
 1896 JUNIUS, HENRY G., P.O. Box 426, *Johannesburg, Transvaal.*  
 1886 JUTA, HON. SIR HENRY H., K.C., M.L.A., *Cape Town, Cape Colony.*
- 1899 †KATER, NORMAN W., M.B., C.M., *Australian Club, Sydney, New South Wales.*  
 1901 †KAYSER, CHARLES F., *Port Elizabeth, Cape Colony.*  
 1894 †KEENAN, JAMES, F.R.C.S.I., *Rand Club, Johannesburg, Transvaal.*  
 1902 KEEP, ERNEST E., *Witch Wood, South Yarra, Melbourne, Victoria, and Australian Club.*  
 1885 KEEP, JOHN, *Sydney, New South Wales.*  
 1889 †KEIGWIN, THOMAS HENRY, 308 *George Street, Sydney, New South Wales.*  
 1889 †KEITH, JOHN T., *Port Elizabeth, Cape Colony.*  
 1902 KEITH-FRASER, C. D., *Tonga, Natal.*  
 1902 KELLNER, B. O., M.D., *Bloemfontein, Orange River Colony.*  
 1900 †KELLY, GEORGE C., *Mont Alto, Toorak, Melbourne, Victoria.*  
 1896 KELLY, HIS HONOUR CHIEF JUSTICE HENRY G., *Forcados, Southern Nigeria.*  
 1884 †KELLY, JAMES JOHN, *Ellimatta, St. Kilda, Melbourne, Victoria.*  
 1889 †KELTY, WILLIAM, *Albany, Western Australia.*  
 1902 KEMP, ROBERT, *Government Railway Construction, Bo, Sierra Leone.*  
 1877 KEMSLEY, JAMES, *Port Elizabeth, Cape Colony.*  
 1883 KENNEDY, JAMES HUTCHINSON, *Master of the High Court, Salisbury, Rhodesia.*  
 1884 KENNY, W., M.D. (*Surgeon Superintendent, Indian Emigration Service*).  
 1898 KENWAY, PHILIP T., *Gisborne, New Zealand.*  
 1886 KERMODE, ROBERT, *Mona Vale, Tasmania.*  
 1900 KERR, DAVID, *Abergeldie Estate, Watawala, Ceylon.*  
 1888 †KERRY, T. C., *Sutton Lodge, Remmauaa, Auckland, New Zealand.*  
 1902 KESSLER, CAPTAIN ROBERT C., F.R.G.S., c/o Messrs. King & Sons, *Castle Buildings, Durban, Natal.*  
 1897 KETTLE, NATHANIEL, *Napier, New Zealand.*  
 1895 KEWLEY, CHARLES, M.A., P.O. Box 22, *Winburg, Orange River Colony.*  
 1882 †KEYNES, RICHARD R., *Keyneton, South Australia.*  
 1892 †KIDDLE, WILLIAM, *Walbundrie Station, Albury, New South Wales.*  
 1886 KILBY, HENRY G., *Bentham, Hunters Hill, Sydney, New South Wales.*



Year of  
Election.

- 1898 KILGOUR, WILLIAM, *Messrs. Dalgety & Co., 3 Bent Street, Sydney, New South Wales.*
- 1891 KINCAID, JOHN *P.O. Box 2186, Johannesburg, Transvaal.*
- 1901 †KING, ARTHUR S., *Nelson, Cairns, Queensland.*
- 1901 KING, HARVEY, *Cariblanco, Costa Rica.*
- 1898 †KING, KELSO, *Pitt Street, Sydney, New South Wales; and Australian Club.*
- 1888 KING, HON. PHILIP G., M.L.C., *Banksia, Double Bay, Sydney, New South Wales.*
- 1897 KINSMAN, W. H., *Durban, Natal.*
- 1902 †KIRKCALDY, NORMAN M., M.A.Inst.M.E., *Dunedin, New Zealand.*
- 1901 †KIRKCALDY, WM. MELVILLE, F.S.S., *Dunedin, New Zealand.*
- 1897 †KIRKER, JAMES, *South British Insurance Co., Auckland, New Zealand.*
- 1897 KIRTON, CAPTAIN GEORGE, *Feilding, New Zealand.*
- 1902 KIRTON, WALTER, J.P. H.M. *Inspector of Machinery, Pretoria, Transvaal.*
- 1894 KITCHEN JOHN H., *c/o The Sydney Soap and Candle Co., Ltd., 337 Kent Street, Sydney, New South Wales.*
- 1886 KITHER, WILLIAM, *Glenelg, South Australia.*
- 1878 KNEVETT, J. S. K. DE, *2 Rue de Lozum, Brussels.*
- 1883 KNIGHT, ARTHUR, *Audit Office, Singapore.*
- 1902 †KNIGHTS, RICHARD, A.M.Inst.C.E., *Government Railway, Sekondi, Gold Coast Colony.*
- 1902 †KNOBEL, JOHAN B., M.B., L.R.C.S., *P.O. Box 179, Pretoria, Transvaal.*
- 1896 KNOLLYS, HON. SIR COURTENAY C., K.C.M.G., *Colonial Secretary, Port of Spain, Trinidad.*
- 1893 KNOLLYS, MAJOR LOUIS F., C.M.G.
- 1887 KNOX, WILLIAM, M.P., *74 Queen Street, Melbourne, Victoria.*
- 1893 †KONIG, PAUL, *Beau Bassin, Mauritius.*
- 1890 †KÖHLER, CHARLES W. H., *Riverside, Paarl, Cape Colony.*
- 1896 KOLL, OTTO H., *c/o L. Cramer, Esq., P.O. Box 592, Johannesburg, Transvaal.*
- 1890 †KOTHARI, JEHANGIR H., *Karachi, India.*
- 1876 †KRIEL, REV. H. T., *Bloemfontein, Orange River Colony.*
- 1889 †KUHR, HENRY R., *Port Elizabeth, Cape Colony.*
- 1882 KYSHE, JAMES WM. NORTON, *Registrar of the Courts, Hong Kong.*
- 1902 LABORDE, ARTHUR L. C., *Post Office, Lagos, West Africa.*
- 1883 †LAGDEN, SIR GODFREY YEATMAN, K.C.M.G., *Commissioner for Native Affairs, Pretoria, Transvaal.*
- 1900 LAING, DAVID WILLIAM, *c/o Messrs. Caston & Davidson, Gympie, Queensland.*
- 1885 †LAING, HON. JOHN, *Blackwoods, Seymour, Cape Colony.*
- 1889 LAMB, TOMPSON *Liverpool Street, Dunedin, New Zealand.*
- 1880 LAMPREY LIEUT.-COLONEL J. J., R.A.M.C., F.R.G.S.
- 1898 LANCE, WILLIAM F., *P.O. Box 744, Johannesburg, Transvaal.*
- 1880 LANDALE, ALEXANDER, *Arcoona, Toorak Melbourne, Victoria.*
- 1885 LANDALE, R. HUNTER, *Deniliquin, New South Wales.*
- 1901 LANDAU, MORRIS M., *Bulawayo, Rhodesia.*
- 1902 LANE, DAVID ANSELM, *Cape Town, Cape Colony.*
- 1900 LANE, ZEBINA, *Perth, Western Australia.*

Year of  
Election.

- 1884 †LANG, WILLIAM, *Carlaminda, Cooma, New South Wales.*
- 1894 LANGDALE, HON. FREDERICK LENOX, M.L.C., F.R.G.S., *Wakaya, Fiji.*
- 1897 LANGDON, CHARLES P., 122 *William Street, Melbourne, Victoria.*
- 1902 †LANGDON, WILLIAM C., J.P., *Port Darwin, Northern Territory, South Australia.*
- 1882 LANGE, HON. MR. JUSTICE J. H., *Kimberley, Cape Colony.*
- 1890 †LANGERMAN, J. W. S., P.O. Box 253, *Johannesburg, Transvaal.*
- 1899 LANGERMAN, JAMES, *Sea Point, Cape Town, Cape Colony.*
- 1899 LANGFORD, ALBERT E., *Equitable Building, Collins Street, Melbourne, Victoria.*
- 1900 LANGLEY, W. H., *Barrister-at-Law, 59 Government Street, Victoria, British Columbia.*
- 1897 LASSETTER, COLONEL H. B., C.B., *Redleaf, New South Head Road, Woollahra, Sydney, New South Wales.*
- 1900 LAUGHTON, JOHN M., *Town Engineer, Bulawayo, Rhodesia.*
- 1897 LAURIER, RT. HON. SIR WILFRID, G.C.M.G., *Ottawa, Canada.*
- 1895 LAW, CHARLES F., P.O. Box 116, *Vancouver, British Columbia.*
- 1889 †LAWLEY, ALFRED L., *Beira, East Africa.*
- 1889 LAWRENCE, JAMES, M.L.A., J.P., *Kimberley, Cape Colony.*
- 1899 LAWRENCE, LAURIE P., 113 *Grenfell Street, Adelaide, South Australia.*
- 1897 LAWRENCE, T. H., c/o Messrs. Foulie & Boden, *Field Street, Durban, Natal.*
- 1903 LAWTON, ALFRED B., P.O. Box 536, *Cape Town, Cape Colony.*
- 1900 LAWTON, FRANK I., *Cape Coast, Gold Coast Colony.*
- 1886 LAYTON, BENDYSHE, Messrs. Gibb, Livingston, & Co., *Hong Kong.*
- 1901 LAZARUS, SIMON L., *Suva, Fiji.*
- 1892 †LEA, JULIAN AUGUSTUS, M.B., F.R.C.S., *Cripplegate, Bracebridge Post Office, Ontario, Canada.*
- 1902 LEACH, JOHN B., *Poplar Grove, Whittlesea, Queenstown, Cape Colony.*
- 1900 LEE, D. O. E., *Nyamangura, Headlands, Rhodesia.*
- 1889 †LEECH, H. W. CHAMBER, LL.D., *State Treasurer, Perak, Straits Settlements.*
- 1883 †LEECH, JOHN BOURKE MASSEY, *Kinta, Perak, Straits Settlements.*
- 1900 LEECHMAN, GEORGE BARCLAY, *Colombo, Ceylon.*
- 1895 †LEFEVER, JOHN M., M.D., C.M., *Vancouver, British Columbia.*
- 1902 LEGGATT, H. B., *Lima, Peru.*
- 1894 LE HUNTE, H.E. SIR GEORGE RUTHVEN, K.C.M.G., *Government House, Adelaide, South Australia.*
- 1877 LEMBERG, PHILIP (*Consul for Portugal*), *Freetown, Sierra Leone.*
- 1883 LE MESURIER, CECIL J. R.
- 1880 LE MIÈRE, HIPPOLYTE, JUN., *Rose Cottage, Curepipe, Mauritius.*
- 1896 †LEMPRIERE, JOHN THOMSON, *Australian Club, Melbourne, Victoria.*
- 1897 †LENZ, OTTO, P.O. Box 92, *Johannesburg, Transvaal.*
- 1896 LEONARD, CHARLES, P.O. Box 46, *Johannesburg, Transvaal.*
- 1890 †LEONARD, HON. JAMES W., K.C., *The Rand Club, Johannesburg, Transvaal.*
- 1903 LEOPOLD, LEWIS J., *Educational Institute, Gloucester Street, Freetown, Sierra Leone.*
- 1886 LEPPER, CHARLES H., 15 *West Street, Maritzburg, Natal.*
- 1896 LE ROUX, D. M., *Rondebosch, Cape Colony.*
- 1899 LESLIE, ALEX. STEWART, *The Treasury, Maritzburg, Natal.*
- 1889 †LESLIE, J. H., P.O. Box 190, *Johannesburg, Transvaal.*

Year of Election.	
1901	LE SUEUR, SYBRANDT, <i>Legislative Council Office, Cape Town, Cape Colony.</i>
1902	LETCHFORD, THOMAS F., <i>1 Equitable Buildings, Smith Street, Durban, Natal.</i>
1898	†LEUCHARS, GEORGE, M.L.A., <i>Beacken, Grey Town, Natal.</i>
1891	†LEVY, JAMES A., <i>Bowdon, South Yarra, Melbourne, Victoria.</i>
1897	LEVI, HON. NATHANIEL, M.L.C., <i>Liverpool, St. Kilda, Melbourne, Victoria.</i>
1882	LEVY, HON. ARTHUR, M.L.C., <i>Mandeville, Jamaica.</i>
1901	LEVY, BARNETT, <i>Bloemfontein, Orange River Colony.</i>
1899	LEVY, GEORGE, P.O. Box 74, <i>Bloemfontein, Orange River Colony.</i>
1883	LEWIS, ALLAN WELLESLEY, K.C., <i>St. George's, Grenada.</i>
1899	LEWIS, DAVID CLARENCE, <i>Club Chambers, Hobart, Tasmania.</i>
1880	†LEWIS, HON. SIR NEIL ELLIOTT, K.C.M.G., M.A., B.C.L., <i>Hobart, Tasmania (Corresponding Secretary).</i>
1891	LEWIS, ROBERT E., 414 <i>Little Collins Street, Melbourne, Victoria.</i>
1884	†LEWIS, THOMAS, <i>Hobart, Tasmania.</i>
1902	LEWIS, THOMAS HOPE, M.R.C.S.E., L.S.A., <i>Symonds Street, Auckland, New Zealand.</i>
1902	LEWIS, HIS HONOUR CHIEF JUSTICE WALTER LLEWELLYN, <i>Belize, British Honduras.</i>
1902	LEWIS, WILLIAM MILLER, 171 <i>Hereford Street, Christchurch, New Zealand.</i>
1889	†LICHTHEIM, JACOB, P.O. Box 1618, <i>Johannesburg, Transvaal.</i>
1889	†LIDDLE, FREDERIC C., <i>Rand Club, Johannesburg, Transvaal.</i>
1895	†LIDDLE, HORACE S., <i>Rand Club, Johannesburg, Transvaal.</i>
1898	†LIDDLE, JOSEPH, <i>Norwich Union Buildings, Johannesburg, Transvaal.</i>
1895	LIEBMANN, HENRY B., 9 <i>Barrack Street, Sydney, New South Wales.</i>
1903	LILLY, FLEET-SURGEON FREDERICK J., R.N.
1894	LINCOLN, GABRIEL, <i>Civil Service, Port Louis, Mauritius.</i>
1895	†LINDSAY, HENRY LILL, P.O. Box 1012, <i>Johannesburg, Transvaal.</i>
1892	LINDSAY, JOHN H., c/o <i>Chartered Bank of India, Singapore.</i>
1896	†LINDUP, WALTER, <i>Fairview Tower, Maritzburg, Natal.</i>
1899	LINSCOTT, REV. T. S., <i>Brantford, Ontario, Canada.</i>
1897	LIPP, CHARLES, J.P., <i>African Banking Corporation, Johannesburg, Transvaal.</i>
1900	LISTER, HENRY M., M.B., C.M., <i>Charters Towers, Queensland.</i>
1903	LISTER, HERBERT, <i>Pemba, Zanzibar.</i>
1897	LITHMAN, KARL, <i>Cape Town, Cape Colony.</i>
1899	LITTLE, ARCHIBALD J., <i>Chungking, China.</i>
1899	LITTLE, CHARLES WM., <i>Scottish Australian Investment Co., Sydney, New South Wales.</i>
1899	LITTLE, JAMES B., <i>Wanderer Gold Mines, Selukwe, Rhodesia.</i>
1879	†LIVERSIDGE, ARCHIBALD, M.A., F.R.S., <i>Professor of Chemistry, The University, Sydney, New South Wales.</i>
1892	LLEWELLYN, H.E. SIR ROBERT B., K.C.M.G., <i>Government House, Grenada, West Indies.</i>
1902	LLOYD, CHARLES, <i>Lowther Hotel, Durban, Natal.</i>
1892	LLOYD, CHARLES W., <i>Hayfield, Granville Heights, Sydney, New South Wales.</i>
1902	LLOYD, J. A. T., B.A., LL.B., <i>Toronto, Canada.</i>
1899	†LLOYD, REV. JOHN T., 10 <i>Pietersen Street, Hospital Hill, Johannesburg, Transvaal.</i>

Year of  
Election

- 1894 LLOYD, LANCELOT T., 127 *Phillip Street, Sydney, New South Wales.*
- 1900 LLOYD-JONES, RICHARD, *Banket Reefs, Ltd., Axim, Gold Coast Colony.*
- 1896 †LOCKWARD, HENRY, *Hamilton, Bermuda.*
- 1888 LOFTIE, ROWLEY C., *Maison Puenzieux, Clarens, Switzerland.*
- 1886 LOGAN, HON. JAMES D., M.L.C., *Matjesfontein, Cape Colony.*
- 1889 LONG, EDWARD M., *Havana, Mackay, Queensland.*
- 1902 LONG, SIDNEY H., *Frankfort, Pilgrims' Rest, Lydenburg, Transvaal.*
- 1897 LONGDEN, HERBERT T. *Gwelo, Rhodesia.*
- 1895 LONGLEY, HON. J. WILBERFORCE, K.C., M.E.C., M.P.P., *Halifax, Nova Scotia.*
- 1883 LOOS, HON. F. C., M.L.C., *Roseneath, Darley Road, Colombo, Ceylon.*
- 1898 LORAM, ALBERT E., 2 *Timber Street, Maritzburg, Natal.*
- 1903 LORENA, A. CHARLES, L.R.C.P.E., L.R.C.S.E., *Government Railway Construction, Bo, Sierra Leone.*
- 1889 †LOUBSER, MATTHEW M., *Port Elizabeth, Cape Colony.*
- 1901 LOUGHNAN I. HAMILTON, *Tukihiki, Hawkes Bay, New Zealand.*
- 1888 LOVE, JAMES R., 99 *Bathurst Street, Sydney, New South Wales.*
- 1884 LOVEDAY, HON. RICHARD KELSEY M.L.C., F.R.G.S., *Pretoria, Transvaal.*
- 1891 LOVELL, EDWARD A., M.A., M.B., D.C.L., *Collector of Customs, Lagos, West Africa.*
- 1878 LOVELL, SIR FRANCIS H., C.M.G., M.R.C.S.E.
- 1883 †LOVELY, LIEUT.-COLONEL JAMES CHAPMAN, *Adelaide, South Australia.*
- 1896 †LOVELY, WM. H. C., M.A.I.M.E., *Kalgoorlie, Western Australia.*
- 1896 LOVEMORE, HARRY C., *Rand Club, Johannesburg, Transvaal.*
- 1895 LOWLES, JOHN I., *care of Bank of Australasia, Melbourne, Victoria.*
- 1898 LOWBY, CAPTAIN HENRY WARD, I.S.O., *Secunderabad, India.*
- 1895 †LUCAS ALEXANDER B., *Florida, Transvaal.*
- 1899 LUCAS, FREDERICK G. C., *Ridge Road, Durban, Natal.*
- 1895 †LUCAS, PHILIP DE N., *Florida, Transvaal.*
- 1902 LUDLOW LIONEL, *Bulawayo, Rhodesia.*
- 1895 \*LUGARD, H.E. BRIGADIER-GENERAL SIR FREDERICK D., K.C.M.G., C.B., D.S.O., *Government House, Zungeru, Northern Nigeria.*
- 1888 LUMB, HON. MR. JUSTICE C. F., M.A., LL.D., *Kingston, Jamaica.*
- 1886 LUMGAIR, HON. GEORGE, M.C.G., *Collector of Customs, Port Louis, Mauritius.*
- 1889 †LUMSDEN, DAVID, *Port Elizabeth, Cape Colony.*
- 1903 †LUNNON, FREDERIC J., M.A., LL.M., *Sunnyside, Pretoria, Transvaal.*
- 1901 †LYLE, ALEXANDER, 250 *Church Street, Maritzburg, Natal.*
- 1886 †LYMAN, HENRY H., 74 *McTavish Street, Montreal, Canada.*
- 1898 LYNCH, GEORGE WM. A., M.B., *Ba, Fiji.*
- 1901 LYNN, WILLIAM J., *Aquahs, Cape Coast, Gold Coast Colony.*
- 1893 LYONS, HARRY S., *Johannesburg, Transvaal.*
- 1895 LYS, GODFREY, *Rand Club, Johannesburg, Transvaal.*
- 1902 LYTTELTON-TURNER, ALBERT J., *Prestea, via Sekondi, Gold Coast Colony.*
- 1886 MAASDORF, HON. MR. JUSTICE C. G., *Cape Town, Cape Colony.*
- 1888 MACARTHUR, ARTHUR H., 87 *Macleay Street, Sydney, New South Wales.*
- 1891 MACARTHUR, DUNCAN, 7 *Westlake Street, Chicago, U.S.A.*
- 1893 MACARTHY, THOS. G., *Phoenix Brewery, Tory St., Wellington, New Zealand.*

Year of Election.	
1896	MACASKIE, JOHN C., <i>District Judge, Famagusta, Cyprus.</i>
1897	MACAULAY, JOHN MAY, P.O. Box 125, <i>Bulawayo, Rhodesia.</i>
1883	MACDONALD, C. FALCONAR J., <i>Wantabadgery, Wagga Wagga, New South Wales.</i>
1885	MACDONALD, CLAUDE A., <i>Wantabadgery, Wagga Wagga, New South Wales.</i>
1894	MACDONALD, H.E. COLONEL SIR CLAUDE M., G.C.M.G., K.C.B., <i>Tokio, Japan.</i>
1891	†MACDONALD, DUNCAN, P.O. Box 82, <i>East London, Cape Colony.</i>
1892	MACDONALD, EBENEZER, <i>Kamilaroi, Darling Point, Sydney, New South Wales.</i>
1903	MACDONALD, JAMES, <i>Imperial Tobacco Co., 203 West Franklin Street, Richmond, Virginia, U.S.A.</i>
1896	MACDONALD, REV. J. MIDDLETON ( <i>Senior Chaplain, Government of India</i> ), <i>Tuckmarhi, Central India.</i>
1885	MACDONALD, THOMAS MORELL, <i>Invercargill, New Zealand.</i>
1882	MACDOUGALL, JAMES, <i>Melbourne, Victoria.</i>
1891	†MACDOWALL, DAY HORT, M.P., <i>Prince Albert, N.W.T., Canada.</i>
1889	MACEWEN, HON. ALEXANDER P., M.L.C., <i>Hong Kong.</i>
1884	†MACFARLANE, SENATOR JAMES, <i>Newlands, Hobart, Tasmania.</i>
1881	MACFARLANE, HON. ROBERT, M.L.C., J.P., <i>The Oaks, Harrismith, Orange River Colony.</i>
1890	MACFEE, K. N., 45 <i>St. Sacrament Street, Montreal, Canada.</i>
1889	MACFIE, MATTHEW, <i>Tyalla, Elm Grove, Armadale, Melbourne, Victoria.</i>
1897	†MACFIE, ROBERT A., <i>Estancia Perla, Luquillo, Porto Rico, West Indies.</i>
1903	MACGARVEY, JAMES, <i>Grosny, Russia.</i>
1899	†MACGREGOR, H.E. SIR WILLIAM, K.C.M.G., C.B., <i>Government House Lagos, West Africa.</i>
1885	MACGLASHAN, NEIL, J.P., <i>Mining Commissioner, Bulawayo, Rhodesia.</i>
1891	MACINTOSH, JAMES, c/o Messrs. Dalgety & Co., <i>Townsville, Queensland.</i>
1900	MACIVER, FERGUS, <i>Stock Exchange Club, Melbourne, Victoria.</i>
1895	†MACKAY, CAPTAIN A. W., J.P., <i>Bathurst, New South Wales.</i>
1901	†MACKAY, DONALD H. ROSS, 211 <i>Boshoff Street, Maritzburg, Natal.</i>
1892	†MACKAY, GEORGE, <i>Marzelsfontein, Douglas, Cape Colony.</i>
1891	MACKAY, JAMES, <i>Strathreay, Feilding, Wellington, New Zealand.</i>
1890	†MACKAY, JOHN KENNETH, <i>Dungog, New South Wales.</i>
1887	MACKELLAR, HON. CHARLES K., M.L.C., M.B., 131 <i>Macquarie Street, Sydney, New South Wales.</i>
1902	MACKENZIE, FRANCIS WALLACE, M.B., C.M., <i>Wellington, New Zealand.</i>
1886	MACKENZIE, JOHN EDDIE, M.B., C.M., <i>Kimberley, Cape Colony.</i>
1897	†MACKENZIE, MURDO S., <i>Coolgardie, Western Australia.</i>
1902	MACKENZIE, STANLEY WYNN, <i>Government Railway, Freetown, Sierra Leone.</i>
1897	MACKENZIE, THOMAS, M.H.R., <i>Allan Grange, Kaikorai, New Zealand.</i>
1882	MACKIE, DAVID, <i>Beach &amp; Clarridge Co., Camden Street, Boston, U.S.A.</i>
1902	MACKINNON, ANGUS, <i>Bulawayo, Rhodesia.</i>
1891	†MACKINNON, W. K., <i>Marida, Yallock, Boorcan, Victoria.</i>
1901	MACKINTOSH, DONALD, <i>The Pines, Essendon, Melbourne, Victoria.</i>
1895	†MACLAREN, DAVID, 62 <i>Frank Street, Ottawa, Canada.</i>
1902	MACLAREN, JAMES MALCOLM, B.Sc., F.G.S., <i>Geological Survey, Calcutta.</i>
1902	MACLEOD, MURDOCH, 367 <i>Collins Street, Melbourne, Victoria.</i>
1882	MACPHERSON, JOHN, 3207 <i>H. Street, San Diego, California, U.S.A.</i>

Year of  
Election.

- 1902 †MACSHERRY, RT. REV. BISHOP HUGH, *Port Elizabeth, Cape Colony.*
- 1900 †MCBRYDE, HON. D. E., M.L.C., *Australian Club, Melbourne, Victoria.*
- 1902 MCCALLUM, CLIFFORD K., *Critic Buildings, Bulawayo, Rhodesia.*
- 1883 MCCALLUM, H.E. COLONEL SIR HENRY EDWARD, R.E., K.C.M.G., A.D.C.,  
*Government House, Maritzburg, Natal.*
- 1897 MCCALLUM, WILLIAM, *Oceana Consolidated Co., P.O. Box 1542, Johannesburg, Transvaal.*
- 1880 MCCARTHY, JAMES A., *Solicitor-General, Accra, Gold Coast Colony.*
- 1896 MCCARTHY, HON. ROBERT H., M.L.C., *Collector of Customs, Port of Spain, Trinidad.*
- 1886 †MCCAUGHAN, PATRICK K., *Melbourne, Victoria.*
- 1886 †MCCAUGHEY, HON. SAMUEL, M.L.C., *Coonong, Urana, New South Wales.*
- 1899 MCCONACHIE, ALEXANDER, *Messrs. Gilman & Co., Hong Kong.*
- 1895 †MCCONNELL, JAMES, *Ardmore Hall, Vuna, Fiji.*
- 1897 †MCCOWAT, ROBERT L., F.R.I.B.A., *P.O. Box 318, Johannesburg, Transvaal.*
- 1902 MCCOWEN, JOHN R., J.P., *Inspector-General of Constabulary, St. John's, Newfoundland.*
- 1882 MCCRAE, FARQUHAR P. G., *Bank of Australasia, Sydney, New South Wales.*
- 1889 MCCULLOCH, ALEXANDER, *Adelaide Club, South Australia.*
- 1896 MCCULLOUGH, HON. WILLIAM, M.L.C., *High Street, Auckland, New Zealand.*
- 1893 McDONALD, HON. DARENT H., *Treasurer, Nassau, Bahamas (Corresponding Secretary).*
- 1896 McDONALD, ERNEST E., *Government Secretariat, Nicosia, Cyprus.*
- 1882 MCEACHARN, SIR MALCOLM D., M.P., *Goathland, Balaclava Road, Melbourne, Victoria.*
- 1897 MCEVOY, WILLIAM, *Australian Club, Melbourne, Victoria.*
- 1902 †MCEWAN, WILLIAM, *P.O. Box 380, Johannesburg, Transvaal.*
- 1893 MCGIBBON, R. D., K.C., *St. James's Club, Montreal, Canada.*
- 1896 MCGILL, WILLIAM G., *Accra, Gold Coast Colony.*
- 1895 †MCGOUN, ARCHIBALD, JUN., *181 St. James Street, Montreal, Canada.*
- 1883 MCGRATH, HON. GEORGE, *Charlemont, Jamaica.*
- 1895 MCGUIRE, FELIX, *Mount Royal, Hawera, New Zealand.*
- 1889 †MCILWRAITH, JOHN, *Port Elizabeth, Cape Colony.*
- 1894 MCIVOR, JAMES BALFOUR, *De Aar, Cape Colony.*
- 1898 MCKENZIE, ARCHIBALD, M.D., M.R.C.S.E., *Musgrave Road, Durban, Natal.*
- 1883 †MCKINNON, NEIL R., *Barrister-at-Law, Berbice, British Guiana.*
- 1895 McLAREN, J. GORDON, *care of Bank of Australasia, Coolgardie, Western Australia.*
- 1901 McLAUGHLIN, JAMES, *11 St. James Buildings, Little Collins Street, Melbourne, Victoria.*
- 1902 McLAURIN, J. D., *150 Nassau Street, New York, U.S.A.*
- 1883 †MCLEAN, GEORGE, *Dunedin, New Zealand.*
- 1878 †MCLEAN, R. D. DOUGLAS, *Maraekakaho, Napier, New Zealand (Corresponding Secretary).*
- 1884 †MCLEOD, EDWIN, *P.O. Box 36, Brooklyn, Queen's County, Nova Scotia.*
- 1894 †MCMILLAN, F. DOUGLAS, *Rand Club, Johannesburg, Transvaal.*
- 1902 MCMILLAN, ROBERT, *"Stock & Station Journal" Office, Sydney, New South Wales.*
- 1899 MCMILLAN, SIR WILLIAM, K.C.M.G., M.P., *Allison St., Randwick Sydney, New South Wales.*

Year of  
Election.

- 1892 MCNAUGHTON, COLIN B., *Concordia, Knysna, Cape Colony.*  
 1900 MCPHILLIPS, ALBERT E., K.C., M.P.P., *Victoria, British Columbia.*  
 1899 McTAGGART, JAMES.  
 1898 McTURK, MICHAEL, C.M.G., *Kalacoon, Essequibo, British Guiana.*  
 1896 MAGAREY, WILLIAM J., *Adelaide, South Australia.*  
 1892 †MAGER, WM. KELK, J.P., *Queenstown, Cape Colony.*  
 1899 MAGUIRE, CHARLES E., M.D., *Suva, Fiji.*  
 1884 MAIR, GEORGE, *Groongal, near Hay, New South Wales.*  
 1895 †MALCOLM, GEORGE W., *Forest Side, Mauritius.*  
 1902 †MALCOLM, HARCOURT G., *Barrister-at-Law, Nassau, Bahamas.*  
 1880 MALCOLM, HIS HONOUR CHIEF JUSTICE SIR ORMOND D., *Nassau, Bahamas.*  
 1898 MALLESON, PERCY RODBARD, *Hex River, Cape Colony.*  
 1896 MALLETT, PERCY WM., *Attorney-at-Law, Kimberley, Cape Colony.*  
 1890 MANCHEE, JOHN C., *Glen Moan, Willow Tree, New South Wales.*  
 1897 MANDY, FRANK, *De Beers Consolidated Mines, Kimberley, Cape Colony.*  
 1882 †MANFOLD, W. T., *Purrumbete, Camperdown, Victoria.*  
 1901 †MANNERS, CHARLES, P.O. Box 74, *Lourenço Marques, East Africa.*  
 1903 MANSSELL, WM. V., *The Coaling Co., Freetown, Sierra Leone.*  
 1897 MANSFIELD, ERNEST, *Nelson, British Columbia.*  
 1902 MARAIS, CHARLES, *Land Surveyor, Cape Town, Cape Colony.*  
 1890 †MARAIS, CHRISTIAN L., *Stellenbosch, Cape Colony.*  
 1890 †MARAIS, JOHANNES H., M.L.A., *Stellenbosch, Cape Colony.*  
 1893 MARAIS, P. HARMSSEN, *Highbury, Wynberg, Cape Colony.*  
 1887 †MARKS, ALEXANDER, J.P., *Consul for Japan, Melbourne, Victoria.*  
 1902 †MARKS, ELLIA, *Messrs. Lewis & Marks, Pretoria, Transvaal.*  
 1902 MARKS, HENRY, *Suva, Fiji.*  
 1894 †MARKS, HERBERT T., P.O. Box 191, *Johannesburg, Transvaal.*  
 1894 MARKS, PERCY J., B.A., 117 *Victoria Street North, Sydney, New South Wales.*  
 1903 MARKS, SAMUEL HERBERT, 26 *Mansion House Chambers, Cape Town, Cape Colony.*  
 1901 †MARRIOTT, WALTER J., P.O. Box 207, *Durban, Natal.*  
 1885 †MARSHALL, ALFRED WITTER, *College Park, Adelaide, South Australia.*  
 1896 MARSHALL, ARTHUR H., *c/o Orient Co., Ltd., Colombo, Ceylon.*  
 1902 MARSHALL, FRANCIS M., 1 *Rood Anna van Burenstraat, The Hague, Holland.*  
 1900 MARSHALL, JAMES C., *Dunedin Club, Fernhill, New Zealand.*  
 1896 †MARSHALL, MAJOR ROBERT S., *Eve Leary Barracks, Georgetown, British Guiana.*  
 1884 MARSHMAN, JOHN, *Holly Road, St. Alban's, Christchurch, New Zealand.*  
 1886 MARSLAND, LUKE W., *Charters Towers, Queensland.*  
 1902 MARTIN, GEORGE F., J.P., *Wagadra, Nadi, Fiji; and Fiji Club, Suva, Fiji.*  
 1899 MARTIN, JOHN, *Melbourne Club, Melbourne, Victoria.*  
 1897 MARTIN, JOHN STUART, *Barrister-at-Law, St. George's, Grenada.*  
 1901 MARTIN, THOMAS A., M.A., *Smith's Hall, Cape Coast, Gold Coast Colony.*  
 1902 MARTIN, W. A., *Rand Club, Johannesburg, Transvaal.*  
 1896 †MARZETTI, C. J., M.R.A.S., *Kandahar Estate, Balangoda, Ceylon.*  
 1879 MASON, E. G. L., *Colonial Bank, Berbice, British Guiana.*  
 1899 MASON, J. HERBERT, *Permanent Loan and Savings Bank, Toronto, Canada.*

Year of  
Election.

- 1900 †MASON, RICHARD LYTE, *Messrs. Mason & Whitelaw, Johannesburg, Transvaal.*
- 1902 MATHEWS, ABRAHAM E., *Anglo-Transvaal Development Co., P.O. Box 845, Johannesburg, Transvaal.*
- 1890 MATTERSON, CHARLES H., *P.O. Box 4612, Johannesburg, Transvaal.*
- 1898 †MATTHEWS, FLETCHER, *Colenbrander's Developmen Co., Bulawayo, Rhodesia.*
- 1881 †MATTHEWS, J. W., M.D., *P.O. Box 437, Johannesburg, Transvaal.*
- 1892 †MAUND, EDWARD A.
- 1892 MAURICE, M. SIDNEY, *Colonial Secretariat, Cape Town, Cape Colony.*
- 1894 MAURICE, RICHARD THELWALL, *Fourth Creek, Magill, Adelaide, South Australia.*
- 1889 †MAVROGORDATO, THEODORE E., J.P., *Assistant Commissioner of Police, Johannesburg, Transvaal.*
- 1899 MAW, HENRY S., L.S.A., *Coolaman, New South Wales.*
- 1891 †MAXWELL, HON. FREDERIC M., *Attorney-General, Belize, British Honduras.*
- 1881 MAXWELL, MAJOR THOMAS, J.P., *Resident Magistrate, Emtongjaneni, Natal.*
- 1891 †MAY, CORNELIUS, *Freetown, Sierra Leone.*
- 1902 MAY, HON. FRANCIS H., C.M.G., M.L.C., *Colonial Secretary, Hong Kong.*
- 1894 †MAYDON, JOHN G., M.L.A., *Durban Club, Natal.*
- 1899 MAYERS, HENRY M. STEWART, *Selukwe, Rhodesia.*
- 1882 MAYERS, JOSEPH BRIGGS, *c/o Messrs. Da Costa & Co., Bridgetown, Barbados.*
- 1889 †MAYNARD, MAJOR J. G., *Rand Club, Johannesburg, Transvaal.*
- 1898 MEDLICOTT, JOHN H., C.E., *Director of Irrigation Works, Nicosia, Cyprus.*
- 1894 †MEGGINSON, WHARRAM, *Portswood Estate, Nuwara Eliya, Ceylon.*
- 1902 †MEIKLE, THOMAS, *Bulawayo, Rhodesia.*
- 1901 MEILANDT, H. S., *Public Works Department, Bulawcyo, Rhodesia.*
- 1882 †MELHADO, WILLIAM, *H.B.M. Consul, Truxillo, Spanish Honduras.*
- 1894 †MELVILL, E. H. V., A.M.Inst. C.E., *Land Surveyor, P.O. Box 719, Johannesburg, Transvaal.*
- 1880 MELVILLE, HIS HONOUR SIR GEORGE, K.C.M.G., *Government House, St. Lucia, West Indies.*
- 1890 †MENDELSSOHN, ISIDOR, *Kimberley, Cape Colony.*
- 1890 MENDELSSOHN, SIDNEY, *Kimberley Club, Cape Colony.*
- 1896 MENENDEZ, HON. MR. JUSTICE M. R., *Old Calabar, Southern Nigeria.*
- 1886 MENNIE, JAMES C., *Standard Bank, Kimberley, Cape Colony.*
- 1890 MERCER, JOHN, *Otto's Kopje Mining Company, Kimberley, Cape Colony.*
- 1884 †MEREDITH, THE VEN. ARCHDEACON THOMAS, *Singapore.*
- 1885 †MEREDITH-KAYE, CLARENCE KAY, *Meiringen, Timaru, New Zealand.*
- 1883 MEREWETHER, HON. EDWARD MARSH, C.V.O., C.M.G., *Chief Secretary Valletta, Malta (Corresponding Secretary).*
- 1881 MERIVALE, GEORGE M., *Messrs. Gibbs, Bright & Co., Sydney, New South Wales.*
- 1892 MESSER, ALLAN E.
- 1889 MEUDELL, WILLIAM, *Bruntsfield, Shaftesbury Avenue, Malvern, Melbourne, Victoria.*
- 1901 MEYER, B. A., *Colombo, Ceylon.*
- 1892 †MICHAU, J. J., J.P., *Dusseau's Chambers, Church Street, Cape Town, Cape Colony.*



Year of  
Election.

- 1891 MICHELL, ROLAND L. N., *District Commissioner, Limassol, Cyprus.*
- 1893 MICHIE, ALEXANDER, *Bank of New Zealand, Dunedin, New Zealand.*
- 1892 MIDDLEBROOK, JOHN E., 396 *West Street, Durban, Natal.*
- 1891 MIDDLETON, JAMES GOWING, M.D., 8 *Rue des Capucines, Paris.*
- 1882 MIDDLETON, HON. MR. JUSTICE JOHN PAGE, *Colombo, Ceylon.*
- 1902 †MIDDLETON, RICHARD W., L.S.A., *c/o British South Africa Company, Kalomo, North-Western Rhodesia.*
- 1891 MIDDLETON, WILLIAM, *Church Street, Maritzburg, Natal.*
- 1883 MIDDLETON, WILLIAM HENRY, *Durban Club, Natal.*
- 1893 MILES, ALFRED H., *Messrs. Murray, Roberts & Co., Wellington, New Zealand.*
- 1889 †MILES, CHARLES GEORGE, *care of Messrs. T. Birch & Co., Grahamstown, Cape Colony.*
- 1895 MILES, HON. E. D., M.L.C., *Charters Towers, Queensland.*
- 1891 MILEY, WM. KILDARE, L.R.C.P. (*Surgeon Superintendent, Indian Emigration Service*).
- 1896 MILLEN, HENRY, *Curator, Botanical Station, Tobago, West Indies.*
- 1896 MILLER, ALLISTER M., *Swaziland Corporation, Bremersdorp, Swaziland, South Africa.*
- 1901 MILLER, EDWARD H., *Public Library, Bulawayo, Rhodesia.*
- 1899 MILLER, JAMES A., *P. O. Box 87, Maritzburg, Natal.*
- 1903 MILLER, ROLAND HENRY, *P.O. Box 300, Durban, Natal.*
- 1896 MILLS, E. C. EVELYN, *Wellington, New Zealand.*
- 1903 †MILLS, FREDERICK W., *Government Railways, Durban, Natal.*
- 1886 MILLS, JAMES, *Dunedin, New Zealand.*
- 1902 MILNE, GEORGE T., F.R.G.S., *c/o Bank of British West Africa, Sekondi, Gold Coast Colony.*
- 1891 MILNE, WILLIAM, 12 *Waymouth Street, Adelaide, South Australia.*
- 1895 MILNER, H.E. RT. HON. VISCOUNT G.C.B., G.C.M.G., *Government House, Pretoria, Transvaal.*
- 1902 MILTHORP, BERNARD T., *Blantyre, British Central Africa.*
- 1889 †MILTON, ARTHUR C., *Port Elizabeth, Cape Colony.*
- 1898 MILTON, HIS HONOUR SIR WILLIAM H., K.C.M.G., *Salisbury, Rhodesia.*
- 1885 MITCHELL, JAMES G., *Etham, Darling Point, Sydney, New South Wales.*
- 1903 MITCHELL, THOMAS CARLYLE, 300 *West Street, Maritzburg, Natal.*
- 1900 MITCHELL, HON. SIR WILLIAM W., C.M.G., M.L.C., *Colombo, Ceylon.*
- 1896 MOCKFORD, F. PEMBERTON, *P.O. Box 96, Pietersburg, Zoutpansberg, Transvaal.*
- 1898 MOFFETT, FRANCIS J., B.A., A.M.I.E.E., *Lagos, West Africa.*
- 1883 †MOGG, J. W., *P.O. Box 146, Pretoria, Transvaal.*
- 1886 MOIR, THOMAS W. G., *P.O. Box 2636, Johannesburg, Transvaal.*
- 1903 MOLESWORTH, THE HON. CHARLES R., *Hôtel Bel-Air, Sark, Channel Islands.*
- 1892 MOLESWORTH, ROBERT A., *Mittagong, St. Kilda, Melbourne, Victoria; and Melbourne Club.*
- 1879 MOLONEY, H.E. SIR C. ALFRED, K.C.M.G., *Government House, Port of Spain, Trinidad.*
- 1902 MOLYNEUX, PERCY S., *c/o Lieut.-Colonel W. Molyneux, Maritzburg, Natal.*
- 1901 MONTAGUE, R. H. CROFT, 43 *St. George's Street, Cape Town, Cape Colony.*
- 1903 MONTGOMERIE, ARCHIBALD, *Suva, Fiji.*

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- 1894 MOON, JAMES, *West African Telegraph Co., Accra, Gold Coast Colony.*
- 1900 MOOR, H.E. SIR RALPH D.R., K.C.M.G., *High Commissioner, Old Calabar, Southern Nigeria.*
- 1903 †MOOR, JOHN W., *Mooi River, Natal.*
- 1889 †MOORE, ALBERT, *City Club, Cape Town, Cape Colony.*
- 1889 MOORE, FREDERICK HENRY, *care of Messrs. Dalgety & Co., Sydney, New South Wales.*
- 1886 †MOORE, JAMES, J.P., *Bunbury, Western Australia.*
- 1897 MOORE, KENTISH, P.O. Box 7, *Johannesburg, Transvaal.*
- 1883 †MOORE, THE REV. CANON OBADIAH, *Principal, Church Missionary Grammar School, Freetown, Sierra Leone.*
- 1878 †MOORE, WILLIAM H., *St. John's, Antigua.*
- 1902 MOORE, PROFESSOR WM. HARRISON, B.A., LL.B., *The University, Melbourne, Victoria.*
- 1898 MOORHEAD, JAMES, 34 *Rue George Sand, Paris.*
- 1898 MORDAUNT, ARCHIBALD Q., *Bremersdorp, Swaziland, South Africa.*
- 1890 MORGAN, HENRY FOSCUE, *Croydon, Queensland.*
- 1876 \*MORGAN, HENRY J., *Ottawa, Canada.*
- 1898 MORISON, WILLIAM, *Marionville, Wakenaam, British Guiana.*
- 1881 MORRIS, THOMAS, J.P., *Auckland, New Zealand.*
- 1882 †MORRIS, SIR DANIEL, K.C.M.G., M.A., D.Sc., F.L.S., *Commissioner, Imperial Department of Agriculture, Barbados.*
- 1896 †MORRIS, MOSS H., J.P., *Salisbury, Rhodesia.*
- 1888 MORRISON, ALEXANDER, *Bank of Africa, Port Elizabeth, Cape Colony.*
- 1881 †MORRISON, JAMES, J.P., *Water Hall, Guildford, Western Australia (Corresponding Secretary).*
- 1903 MORTIMER, WILLIAM, M.R.C.S.E., L.R.C.P., *Rand Club, Johannesburg, Transvaal.*
- 1903 MORTLOCK, WILLIAM T., *Martindale, Mintaro, South Australia; and Adelaide Club.*
- 1897 MORTON, BENJAMIN K., 97 *Queen Street, Melbourne, Victoria.*
- 1890 †MORTON, JAMES, *Rand Club, Johannesburg, Transvaal.*
- 1881 MOSELEY, HON. C. H. HARLEY, C.M.G., *Colonial Secretary, Lagos, West Africa (Corresponding Secretary).*
- 1886 †MOSMAN, HON. HUGH, M.L.C., J.P., *Charters Towers, Queensland.*
- 1895 MOSS, E. J., *Foochow, China.*
- 1885 †MOULDEN, BAYFIELD, *Adelaide, South Australia.*
- 1896 MOULSDALE, WILLIAM E., *c/o Russian Petroleum & Liquid Fuel Co., Baku, Russia.*
- 1902 †MOUNTFORD, WILLIAM H., *South African Milling Co., Shand Street, Cape Town, Cape Colony.*
- 1888 †MOYSEY, HENRY L., I.S.O., *Postmaster-General, Colombo, Ceylon.*
- 1891 MUECKE, H. C. E., J.P., *Medindie, Adelaide, South Australia.*
- 1899 MUIRHEAD, JAMES M. P., F.S.A.A., F.S.S., F.R.S.L., *Civil Service Club, Cape Town, Cape Colony.*
- 1898 †MÜLLER, FRANZ, *Moussonstrasse 22, Zürich V., Switzerland.*
- 1902 MULLER, JOHN, *Lennonville, Mount Magnet, Murchison, Western Australia*
- 1902 †MULLINS, A. G., *Bank of Africa, Cape Town, Cape Colony.*
- 1883 MULLINS, JOHN FRANCIS LANE, 97 *Maclean Street, Sydney, N.S.W.*
- 1899 MUNRO, ALEXANDER M., M.R.C.V.S.

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- 1885 †MUNRO, HON. JAMES, *Melbourne, Victoria.*  
 1880 †MUNRO, JOHN, J.P., *Menzies' Hotel, Melbourne, Victoria.*  
 1880 MURPHY, ALEXANDER D., *Melbourne Victoria.*  
 1900 †MURPHY, CECIL N., *Broome, Western Australia.*  
 1886 MURPHY, WILLIAM, M.D., *care of J. B. Robinson, Esq., P.O. Box 253, Johannesburg, Transvaal.*  
 1901 MURRAY, THE HON. CHARLES G., *Department of Native Affairs, P.O. Box 1166, Johannesburg, Transvaal.*  
 1888 MURRAY, DAVID, J.P., *Adelaide, South Australia.*  
 1901 †MURRAY, GEO. E., M.B., F.R.C.S., *Rand Club, Johannesburg, Transvaal.*  
 1888 †MURRAY, GEORGE J. R., B.A., LL.B., *Magill, Adelaide, South Australia.*  
 1902 MURRAY, HERBERT, *319 Bulwer Street, Maritzburg, Natal.*  
 1897 MURRAY, HON. JAMES, M.L.C., *Tamunua, Fiji.*  
 1900 MURRAY, THOMAS, M.R.C.S.E., *Tacarigua, Trinidad.*  
 1898 MURRAY, HON. SIR THOMAS K., K.C.M.G., *Cleland, Maritzburg, Natal.*  
 1903 MURRAY, WILLIAM A., B.A., M.B., *Government Railway Construction, Bo, Sierra Leone.*  
 1882 †MURRAY-AYNSLEY, HUGH PERCY, J.P., *Christchurch, New Zealand.*  
 1887 MUSGRAVE, HON. ANTHONY, C.M.G., *Port Moresby, British New Guinea.*  
 1901 †MUSGRAVE, HERBERT (Lieut. R.E.).  
 1903 MUSS, LEONARD J., *Supervisor of Customs, Axim, Gold Coast Colony.*  
 1895 MYERS, BERTIE CECIL, *Durban, Natal.*  
 1886 MYERS, HERMAN, *P.O. Box 2125, Johannesburg, Transvaal.*  
 1897 MYERS, PHILIP S., *P.O. Box 720, Cape Town, Cape Colony.*  
 1891 MYRING, T. HEWITT, J.P., *Hobart, Tasmania.*
- 1897 NANCO, ROBERT JOHN, *Barrister-at-Law, Port of Spain, Trinidad.*  
 1892 †NANTON, AUGUSTUS M., *381 Main Street, Winnipeg, Canada.*  
 1898 NAPIER, HON. WALTER JOHN, M.L.C., D.C.L., *Barrister-at-Law, Singapore.*  
 1896 †NAPIER, WILLIAM JOSEPH, *Auckland, New Zealand.*  
 1901 NASH, RICHARD B., *P.O. Box 50, Gwelo, Rhodesia.*  
 1883 NASH, WILLIAM GILES, *Minas de Rio Tinto, Provincia de Huelva, Spain.*  
 1885 NATHAN, ALEXANDER McDOWELL, *Trevennion Lodge, St. Andrew, Jamaica.*  
 1895 NATHAN, EMILE, *Barrister-at-Law, P.O. Box 195, Johannesburg, Transvaal.*  
 1901 NATHAN, LIONEL, *P.O. Box 240, Blcemfontein, Orange River Colony.*  
 1896 NATHAN, H.E. MAJOR SIR MATTHEW, R.E., K.C.M.G., *Government House, Accra, Gold Coast Colony.*  
 1891 NAUDI, HON. ALFREDO, C.M.G., LL.D., *Valletta, Malta.*  
 1900 NEALE, LESLIE COOKE, *Sinoia P.O., Lomagunda, Rhodesia.*  
 1885 NEETHLING, HON. M. L., M.L.C., *Stellenbosch, Cape Colony.*  
 1884 NEILL, PERCEVAL CLAY, *Dunedin, New Zealand.*  
 1897 NEL, PAUL, *Pretoria, Transvaal.*  
 1897 NELSON, RT. HON. SIR HUGH M., K.C.M.G., M.L.C., *Brisbane, Queensland; and Toowoomba.*  
 1901 NESER, JOHANNES A., *Attorney-at-Law, Klerksdorp, Transvaal.*  
 1895 NEUMANN, JOSEPH O., *Sydney, New South Wales.*  
 1903 NEVILLE, ROBERT MONTGOMERY, *Homeward Bound Mine, Beechworth, Victoria.*

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- 1888 NEVILL, THE RIGHT REV. S. T., D.D., *Lord Bishop of Dunedin, Dunedin, New Zealand.*
- 1889 †NEWBERRY, CHARLES, *Prynnsburg, Orange River Colony.*
- 1893 NEWDIGATE, WM., *De Beers Consolidated Mines, Kimberley, Cape Colony.*
- 1883 †NEWLAND, HARRY OSMAN, *Singapore.*
- 1889 †NEWLAND, SIMPSON, *Burnside, Adelaide, South Australia.*
- 1884 NEWMAN, HENRY WILLIAM, M.E., J.P., *Lucknow, New South Wales.*
- 1885 †NEWMAN, WALTER L., *Arlington, Napier, New Zealand.*
- 1896 NEWNHAM, FREDERIC J., *Department of Native Affairs, Johannesburg, Transvaal.*
- 1896 NEWTON, ARNOLD C., C.E., *Knysna, Cape Colony.*
- 1900 NEWTON, HON. FRANK J., C.M.G., *Treasurer-General, Salisbury, Rhodesia.*
- 1893 †NICHOL, WILLIAM, M.I.M.E., *De Beers Consolidated Mines, Kimberley, Cape Colony.*
- 1882 †NICHOLS, ARTHUR, *Commercial Bank of Australia, Melbourne, Victoria.*
- 1900 NICHOLSON, BERTIE, *Melbourne, Victoria.*
- 1902 NICHOLSON, HENRY, M.L.A., *Richmond, Natal.*
- 1886 †NICHOLSON, W. GRESHAM, *Golden Fleece, Essequibo, British Guiana.*
- 1899 NICHOLSON, WILLIAM, *Assistant Electrical Engineer, Lagos, West Africa.*
- 1889 †NIND, CHARLES E., *Kimberley, Cape Colony.*
- 1893 NISBET, ROBERT, P.O. Box 201, *Barberton, Transvaal.*
- 1879 NITCH, GEORGE H., *c/o Standard Bank, Johannesburg, Transvaal.*
- 1888 NOAD, WELLESLEY J., *Government Railways, Port Elizabeth, Cape Colony.*
- 1889 †NOBLE, JOHN, J.P., *Shellbank, St. Leonards, Sydney, New South Wales.*
- 1897 †NOBLE, ROBERT D'OYLY, *Petrolia, Ontario, Canada.*
- 1897 NOLAN, JAMES C., *Meylersfield Estate, Savanna-la-Mar, Jamaica.*
- 1873 †NORDHEIMER, SAMUEL, *Toronto, Canada.*
- 1896 †NORRIE, E. S., P.O. Box 135, *Johannesburg, Transvaal.*
- 1886 †NORRIS, MAJOR R. J., D.S.O., *West India Regiment, Freetown, Sierra Leone.*
- 1903 NORRISH, WILLIAM, 258 *Chapel Street, Maritzburg, Natal.*
- 1879 NORTON, EDWIN, J.P., *Grenada, West Indies.*
- 1886 NOTT, RANDOLPH, *The Mount, Bowral, New South Wales.*
- 1888 †NOURSE, HENRY, P.O. Box 126, *Johannesburg, Transvaal.*
- 1892 †NOYCE, ETHELBERT W., *Heidelberg, Transvaal.*
- 1882 †NOYCE, F. A., *Noycedale, Heidelberg, Transvaal.*
- 1887 NOYES, EDWARD, 26 *Market Street, Sydney, New South Wales.*
- 1901 NOYES, HENRY, *Malvern, Melbourne, Victoria.*
- 1897 NUGENT, FRANK S., *Barrister-at-Law, P.O. Box 618, Winnipeg, Canada.*
- 1894 NUTTALL, HIS GRACE ENOS, D.D., *Lord Archbishop of the West Indies, Kingston, Jamaica.*
- 1901 OAKESHOTT, JOHN J.
- 1894 OAKESHOTT, WALTER F., M.D., *Lydenburg, Transvaal.*
- 1902 OBEYESÈKERE, HON. S. C., M.L.C., *Hill Castle, Colombo, Ceylon.*
- 1898 O'BRIEN, CHARLES A., LL.D., *District Commissioner, Accra, Gold Coast Colony.*
- 1897 O'BRIEN, SIR GEORGE T. M., K.C.M.G.
- 1895 †O'BRIEN, WILLIAM J., *Burger Street, Maritzburg, Natal.*

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- 1902 O'CONNELL, JOHN HAMILTON, C.C. & R.M., *Komgha, Eastern Province, Cape Colony.*
- 1882 O'CONNOR, OWEN LIVINGSTONE, F.R.Met.Soc., *Curepipe, Mauritius.*
- 1898 O'DWYER, ARTHUR W., *Old Calabar, Southern Nigeria.*
- 1882 OFFICER, WILLIAM, *c/o Messrs. Goldsbrough, Mort & Co., Melbourne, Victoria.*
- 1897 O'FARRELL, MAJOR M. J., D.S.O., *Victorian Field Artillery, Melbourne, Victoria.*
- 1901 O'FLAHERTY, ALFRED J., *Ravensdene, Park Road, Rondebosch, Cape Colony.*
- 1897 O'FLAHERTY, C. R., *Rand Club, Johannesburg, Transvaal.*
- 1901 OGILVIE, ARTHUR H., *Suva, Fiji.*
- 1902 †OGILVIE, PATRICK A., *P.O. Box 963, Johannesburg, Transvaal.*
- 1891 OGLE, GEORGE REYNOLDS, *c/o Post Office, Campbelltown, Otago, New Zealand.*
- 1895 †OHLSSON, ANDRIES, *10 Adderley Street, Cape Town, Cape Colony.*
- 1901 OLDFIELD, FRANK, *P.O. Box 61, Bloemfontein, Orange River Colony.*
- 1901 OLIVER, HENRY A., C.M.G., *Belgravia, Kimberley, Cape Colony.*
- 1898 OLIVER, LIONEL, *Rangoon, Burma.*
- 1885 OLIVER, HON. RICHARD, M.L.C., *Corriedale, Oamaru, New Zealand.*
- 1900 OLIVIER, HON. SYDNEY, C.M.G., *Colonial Secretary, Kingston, Jamaica.*
- 1901 O'MEARA, THOMAS P., *Maritzburg, Natal.*
- 1897 ONGLEY, FRED, *Nicosia, Cyprus.*
- 1901 †ONSLow, G. M. MACARTHUR, *Camden Park, Menangle, New South Wales.*
- 1881 †ORMOND, GEORGE C., *Napier, New Zealand.*
- 1894 ORMSBY, THE RT. REV. G. ALBERT, D.D., *Lord Bishop of Honduras, Belize, British Honduras.*
- 1896 O'RORKE, SIR G. MAURICE, *Onehunga, Auckland, New Zealand.*
- 1879 †ORPEN, HON. JOSEPH MILLERD, M.E.C., *Surveyor-General, P.O. Box 64, Salisbury, Rhodesia.*
- 1897 ORPEN, REDMOND N. M., C.M.G., J.P., *St. Clair, Douglas, Cape Colony.*
- 1893 ORR, WILLIAM, *c/o Broken Hill Co., 31 Queen Street, Melbourne, Victoria.*
- 1892 OSBORNE, HON. FREDERICK G., M.L.C., *Lagos, West Africa.*
- 1901 †OSBORNE, FRANCIS DOUGLAS, *Gopeng, Perak, Straits Settlements.*
- 1888 OSBORNE, GEORGE, *Foxlow, viâ Bungendore, New South Wales; and Union Club, Sydney.*
- 1881 OSBORNE, HAMILTON, *Australian Club, Sydney, New South Wales.*
- 1902 O'SHEA, T. J., *Queen Street, Brisbane, Queensland.*
- 1902 †OSWALD, JAMES D., *Merton, Caulfield, Melbourne, Victoria.*
- 1886 †OSWALD, HERM E., *Schlossgartenplatz 41, Darmstadt, Germany.*
- 1889 OUGHTON, HON. T. BANCROFT, M.L.C., *Solicitor-General, 93 Harbour Street, Kingston, Jamaica.*
- 1898 OVEREND, ACHESON, J.P., *Brisbane, Queensland.*
- 1902 OWEN, HOWEL BARROW, *c/o Globe & Phenix G. M. Co., Sebakwe, Rhodesia.*
- 1902 OWEN, JOHN WILSON, *Government Railway Construction, Bo, Sierra Leone.*
- 1887 OWEN, LT.-COLONEL PERCY, *Wollongong, New South Wales.*
- 1900 OWENS, E. T., *Maritzburg, Natal.*
- 1900 OXLEY, HORACE, *Harbour Board, Port Elizabeth, Cape Colony.*
- 1890 OXLEY, JAMES MACDONALD, LL.B., *62 McGill Street, Montreal, Canada.*

Year of  
Election.

- 1886 PAGE, ARTHUR E., *P.O. Box 523, Johannesburg, Transvaal.*
- 1897 PAGET, EDWARD, *Bu'awayo, Rhodesia.*
- 1896 PAGET, OWEN FRANK, M.B., *Fremantle, Western Australia.*
- 1872 †PAINT, HENRY NICHOLAS, J.P., *Point Tupper, Guernsey, Cape Breton, Nova Scotia (Corresponding Secretary).*
- 1902 PAKEMAN, CAPTAIN ANDREW E., *East London, Cape Colony.*
- 1890 PALFREY, WILLIAM; *P.O. Box 131, Johannesburg, Transvaal.*
- 1889 PALMER, HERBERT, *P.O. Box 14, Johannesburg, Transvaal.*
- 1901 PALMER, JAMES D., *The Willows, Bloemfontein, Orange River Colony.*
- 1900 PALMER, JOHN E., *38 Elizabeth Street, Sydney, New South Wales.*
- 1885 PALMER, JOSEPH, *Christchurch Club, Canterbury, New Zealand.*
- 1899 PALMER, THOMAS, *Rand Club, Johannesburg, Transvaal.*
- 1902 PALMER, WILLIAM, J.P., *292 Smith Street, Durban, Natal.*
- 1891 †PAPENFUS, HERBERT B., J.P., *Rand Club, Johannesburg, Transvaal.*
- 1895 PAPENFUS, STEPHEN, *P.O. Box 442, Cape Town, Cape Colony.*
- 1885 PARFITT, P. T. J., *c/o Bank of New Zealand, Melbourne, Victoria.*
- 1902 PARIS, JOHN W., *Public Works Department, Freetown, Sierra Leone.*
- 1890 PARKER, THE HON. EDMUND WILLIAM, *Christchurch, New Zealand.*
- 1903 PARKER, ARTHUR, *Grahamstown, Cape Colony.*
- 1882 †PARKER, FRED. HARDYMAN, M.A., B.L., F.R.G.S., *District Judge, Nicosia Cyprus (Corresponding Secretary).*
- 1888 †PARKER, JOHN H., *P.O. Box 2666, Johannesburg, Transvaal.*
- 1890 †PARKER, HON. MR. JUSTICE STEPHEN HENRY, *Perth, Western Australia.*
- 1902 †PARKER, ROBERT, *26 Louther Avenue, Toronto, Canada.*
- 1896 PARKER, WALTER E., *c/o Messrs. Farrar Bros., Johannesburg, Transvaal.*
- 1902 PARKIN, HENRY CLARENCE, *Sunny Syde, P.O. Witte Klip, via Port Elizabeth, Cape Colony.*
- 1902 PARMINTER, ALFRED, H.B.M. Vice-Consul, *Inhambane, East Africa.*
1899. †PARRATT, WM. HEATHER, M.I.M.E., *Plantation Rose Hall, Barbice, British Guiana.*
- 1901 PARRY, CHARLES MAYES, *Bulawayo, Rhodesia.*
- 1879 †PARSONS, CECIL J., J.P., *Mossiel Station, via Booligal, New South Wales.*
- 1896 PARSONS, HAROLD G. (Barrister-at-Law), *District Commissioner, Lagos, West Africa.*
- 1902 †PATERSON, ALEXANDER S., *Rattray Street, Dunedin, New Zealand.*
- 1902 PATTERSON, LIEUT.-COLONEL GEORGE, *Gympie, Queensland.*
- 1891 †PATTERSON, D. W. HARVEY, *Melbourne Club, Melbourne, Victoria.*
- 1902 PATTERSON, HERBERT EDWIN, *Durban, Natal.*
- 1900 PATTERSON, LIEUT.-COLONEL J. H., *D.S.O.*
- 1892 PATTERSON, ROBERT C., C.E., M.H.A., *Vavuna, Hobart, Tasmania.*
- 1888 PAULING, GEORGE, *P.O. Box 185, Barberton, Transvaal.*
- 1887 †PAWSEY, ALFRED, *Winchester Park, Kingston, Jamaica.*
- 1889 †PAYN, PHILIP FRANCIS, F.R.G.S., *P.O. Box 92, Maritzburg, Natal.*
- 1880 †PAYNE, J. FREDERICK W., *Barrister-at-Law, 60 Queen Street, Melbourne, Victoria.*
- 1883 †PAYNE, JOHN A. OTONBA, F.R.G.S., *Orange House, Lagos, West Africa.*
- 1900 PEACOCK, JOHN, *c/o J. D. Fairley, Ltd., Lagos, West Africa.*
- 1877 PEACOCK, JOHN M., *Addiscombe, Queenstown, Cape Colony.*
- 1885 †PEACOCK, HON. J. T., M.L.C., *Christchurch, New Zealand.*

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Election.

- 1889 †PEACOCKE, A. W. H., P.O. Box 5700, Johannesburg; Transvaal, and Queenstown, Cape Colony.
- 1901 PEAKMAN, LIEUT.-COLONEL THOMAS C., C.M.G., Kimberly, Cape Colony.
- 1902 PEARCE, HENRY J. P., Bloemfontein, Orange River Colony.
- 1901 †PEARCE, JOHN, 42 Esplanade Buildings, Durban, Natal.
- 1901 †PEARSE, SAMUEL H., Eyamba Beach, Old Calabar, Southern Nigeria.
- 1892 PEARSE, WM. SILAS, Plympton House, Fremantle, Western Australia.
- 1901 †PEARSON, JOHN B., Sale, Victoria.
- 1884 PEARSON, WALTER HENRY, Commissioner for Crown Lands, P.O. Box 332, Dunedin, New Zealand.
- 1898 †PEARSON, WILLIAM E., 29 Rue des Vinaigriers, Paris.
- 1892 PEEL, EDMUND YATES, Durban Club, Natal.
- 1901 PEET, HASTINGS FITZ-EDWARD, C.E., City Engineer, Bloemfontein, Orange River Colony.
- 1892 PEIRSON, JOSEPH WALDIE, F.R.G.S., P.O. Box 561, Johannesburg, Transvaal.
- 1898 PEMBERTON, FREDERICK B., Victoria, British Columbia.
- 1899 PEMBERTON, JOSEPH D., Union Club, Victoria, British Columbia.
- 1902 PENDLETON, ALAN G., Railway Commissioner, Adelaide, South Australia.
- 1896 PENFOLD, WILLIAM C., Pretoria Club, Transvaal.
- 1886 †PENNEFATHER, F. W., LL.D., Barrister-at-Law, Adelaide University, South Australia.
- 1896 PENNY, GEORGE J., Ipoh, Perak, Straits Settlements.
- 1889 †PENTLAND, ALEXANDER, M.B., Terrigal, Gosford, New South Wales.
- 1888 PEREGRINE, L. N., District Commissioner, Cape Coast, Gold Coast Colony.
- 1897 †PERKINS, HUBERT S., Borough Engineer's Office, Burg Street, Cape Town, Cape Colony.
- 1887 PERKS, THOMAS, P.O. Box 1944, Johannesburg, Transvaal.
- 1886 PERRIN, HARRY W., P.O. Box 219, Melbourne, Victoria.
- 1895 PERRIN, RIGHT REV. WILLIAM W., D.D., Lord Bishop of Columbia, Bishopsclose, Victoria, British Columbia.
- 1893 PERRINS, GEORGE R., Port Elizabeth, Cape Colony.
- 1902 PERROTT, ISSELL, Sydney, New South Wales.
- 1883 PERSE, DE BURGH F., Queensland Club, Brisbane, Queensland.
- 1893 PETER, WILLIAM, Glenloth Estate, Victoria.
- 1902 PETERSON, PRINCIPAL WILLIAM, LL.D., C.M.G., McGill University, Montreal, Canada.
- 1897 PHILIP, WILLIAM M., P. O. Box 431, Johannesburg, Transvaal.
- 1871 PHILLIPPO, SIR GEORGE, H.B.M. Consul, Geneva.
- 1890 PHILLIPPS, W. HERBERT, Adelaide, South Australia.
- 1875 PHILLIPS, COLEMAN, The Knoll, Featherston, Wellington, New Zealand.
- 1901 PHILLIPS, T. B., The Treasury, Zungeru, Northern Nigeria.
- 1902 PHILLIPS, THOMAS, 278 Smith Street, Collingwood, Melbourne, Victoria.
- 1884 PICKERING, WILLIAM A., C.M.G.
- 1902 PICKWOOD, CECIL A., Local Auditor, Accra, Gold Coast Colony.
- 1901 PICKWOOD, ROBERT W.
- 1892 PIERCE, JOHN M., Robinson Banking Co., P.O. Box 1040, Johannesburg, Transvaal.
- 1895 †PIERRIS, PAULUS EDWARD, B.A., Sriwardhana, Walanwa, Colombo, Ceylon.
- 1902 PIERS, PETER D. H., Blantyre, British Central Africa.
- 1893 PIDGON, JOHN, Morland Hall, Morland, Melbourne, Victoria.

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- 1899 PIGG, CUTHBERT R., I.R.C.P., L.R.C.S., *Kumasi, Ashanti, Gold Coast Colony.*
- 1889 †PILE, HENRY ALLEYNE, *Warleigh, St. Peter, Barbados.*
- 1899 PILKINGTON, ROBERT R., B.A., B.L., *Weld Club, Perth, Western Australia.*
- 1897 †PIM, HOWARD, P. O. Box 1331, *Johannesburg, Transvaal.*
- 1884 PINNOCK, PHILIP, *Brisbane, Queensland.*
- 1889 PIRIE, GEORGE, *Leopard's Vley, Richmond, Cape Colony.*
- 1886 PITTENDRIGH, W. M., *Freetown, Sierra Leone.*
- 1901 PITTS, JOHN, *Consolidated Investment Co., P.O. Box 590, Johannesburg, Transvaal.*
- 1893 PIZZIGHELLI, RICHARD, P.O. Box 2708, *Johannesburg, Transvaal.*
- 1899 PLANGE, HENRY, *Barrister-at-Law, Accra, Gold Coast Colony.*
- 1902 PLANT, CHARLES, P.O. Box 811, *Johannesburg, Transvaal.*
- 1893 PLAYFORD, LOUIS L., P.O. Box 377, *Johannesburg, Transvaal.*
- 1878 PLEWMAN, THOMAS, *Colesberg, Cape Colony.*
- 1893 PLUMMER, HON. GEORGE T., M.L.C., *La Villa, near Castries, St. Lucia.*
- 1892 PLUMMER, HON. JOHN E., M.L.C., *Belize, British Honduras.*
- 1899 POBEE, CHARLES, *Cape Coast, Gold Coast Colony.*
- 1895 †POCOCK, W. F. H., *Cape Town, Cape Colony.*
- 1903 †POLKINGHORNE, EDWIN, *Heidelberg, Transvaal.*
- 1903 POLLITZER, PAUL, *Port Elizabeth, Cape Colony.*
- 1899 †POLLOCK, HENRY E., K.C., *Hong Kong.*
- 1879 POOLE, J. G., *Kimberley, Cape Colony.*
- 1891 †POOLE, THOMAS J., *Kimberley, Cape Colony.*
- 1899 POOLEY, JOHN, J.P., *Park Road, Kimberley, Cape Colony.*
- 1895 POPE, EDWARD, *Gympie, Queensland.*
- 1897 POPE, RUFUS H., M.P., *Cookshire, Quebec, Canada.*
- 1897 POPE, WILLIAM, *Eagle Chambers, Adelaide, South Australia.*
- 1889 †PORTER, GEORGE E., *Melbourne Club, Melbourne, Victoria.*
- 1900 PORTER, HOLLAND, *Garrucha Iron Mining Co., Badar, Almeria, Spain.*
- 1903 POTTER, THE VEN. ARCHDEACON BESESFORD, M.A., *Nicosia, Cyprus.*
- 1883 †POWELL, FRANCIS, *Penang, Straits Settlements.*
- 1880 POWELL, WILFRID, H.B.M. Consul, *Philadelphia, U.S.A.*
- 1896 POWER, HARRY SHAKESPEARE, *Arden, Cleveland Hill, Natal.*
- 1900 POWYS-JONES, LLEWELYN, *Resident Magistrate, Bulawayo, Rhodesia.*
- 1895 PRATT, ADOLPHUS, *Police Department, Lagos, West Africa.*
- 1902 †PREISS, AUGUST E., c/o Messrs. Duldorff, Schabbel & Co., *Port Elizabeth, Cape Colony.*
- 1883 PRICE, CHARLES CHICHELY, C.E., *Belize, British Honduras.*
- 1889 PRICE, D. E., c/o Post Office, *Forcados River, Southern Nigeria.*
- 1901 †PRICE, GEORGE, *Belize, British Honduras.*
- 1903 †PRICE, T. R., C.M.G., *Central South African Railways, Henwoods Buildings, Johannesburg, Transvaal.*
- 1900 PRICE, WILLIAM H., c/o G. C. Amalgamated Mines, *Tarkwa, Gold Coast Colony.*
- 1901 PRINCE, ALFRED E. J., *Rand Club, Johannesburg, Transvaal.*
- 1888 †PRINCE, J. PERROTT, M.D., *Durban, Natal.*
- 1890 PRINGLE, HON. JOHN, C.M.G., M.B., *Aquata Vale, Annotta Bay, Jamaica.*
- 1897 PRIOR, HON. LT.-COLONEL EDWARD G., M.P., *Victoria, British Columbia.*
- 1892 †PRITCHARD, ALEXANDER H., *Mattock, Charters Towers, Queensland.*



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- 1902 PRITCHARD, EDWARD, J.P., *Numba, Nowra, New South Wales.*  
 1893 PROBYN, HON. LESLIE, *Secretary, Old Calabar, Southern Nigeria (Corresponding Secretary).*  
 1898 PROCTOR, JOHN T., *South African College House, Cape Town, Cape Colony.*  
 1902 PROFIT, BENJAMIN T., *Messrs. J. Holt & Co., Lagos, West Africa.*  
 1894 PROUT, HON. WM. THOMAS, M.L.C., M.B., C.M., *Colonial Surgeon, Freetown, Sierra Leone.*  
 1901 PUCKLE, HENRY LEONARD, *15 Macquarie Place, Sydney, New South Wales.*  
 1903 PULLAR, JAMES, F.F.A., A.I.A., *421 Collins Street, Melbourne, Victoria.*  
 1896 PUNCH, CYRIL, *Abeokuta, Lagos, West Africa.*  
 1898 PURCHAS, THOMAS A. R., *P.O. Box 969, Dawson, Y. T., Canada.*  
 1889 †PURVIS, WILLIAM HEBBERT, *Victoria, British Columbia.*
- 1899 QUAIN, JOHN R., *Ottawa, Canada.*  
 1891 QUENTRALL, THOMAS, *H.M. Inspector of Mines, Kimberley, Cape Colony.*  
 1895 †QUINTON, FRANCIS J., *P.O. Box 662, Johannesburg, Transvaal.*
- 1902 RAE, JAMES E., *Queenstown, Cape Colony.*  
 1901 RAJENDRA, R., *Colombo, Ceylon.*  
 1891 †RAJEPAKSÉ, MUDALIYAR TUDOR D. N., *Colombo, Ceylon.*  
 1897 RALPH, FRED W., *Adelaide, South Australia.*  
 1884 RÁMA-NÁTHAN, P., C.M.G., K.C., *Solicitor-General, Colombo, Ceylon.*  
 1898 RAMSAY, KEITH, J.P., *Vogel Street, Dunedin, New Zealand.*  
 1895 RAMSBOTTOM, ALFRED E. W., F.R.C.S.I., L.R.C.P.I., *Bloemfontein, Orange River Colony.*  
 1900 RAMSDEN, HUGH C. H., *Appleton Estate, Siloah P.O., Jamaica.*  
 1899 RAND, ARTHUR E., *New Westminster, British Columbia.*  
 1897 RANFURLY, H.E. RT. HON. THE EARL OF, G.C.M.G., *Government House, Wellington, New Zealand.*  
 1880 RANNIE, D. N., *St. John's, Antigua.*  
 1895 RAPAPORT, ISIDORE, *P.O. Box 2075, Johannesburg, Transvaal.*  
 1902 RASON, CAPTAIN ERNEST G., R.N., *British Resident, Vila, New Hebrides.*  
 1900 †RASP, CHARLES, J.P., *Willyama, The Avenue, Medindie, Adelaide, South Australia.*  
 1896 RATHBONE, EDGAR P., *P.O. Box 927, Johannesburg, Transvaal.*  
 1900 RATHBORNE, MERVYN R. W., *Silverton, British Columbia.*  
 1898 †RATTENBURY, FRANCIS M., *Victoria, British Columbia.*  
 1899 RATTRAY, W. WALLACE, *Assistant Treasurer, Accra, Gold Coast Colony.*  
 1902 RAWSON, H.E. VICE-ADMIRAL SIR HARRY H., K.C.B., *Government House, Sydney, New South Wales.*  
 1899 †RAY, LIEUT.-COLONEL S. WELLINGTON, *Port Arthur, Ontario, Canada.*  
 1895 †RAYMOND, THOMAS, *care of Post Office, Maritzburg, Natal.*  
 1888 RAYNER, HON. SIR THOMAS CROSSLEY, K.C., *Attorney-General, Georgetown, British Guiana.*  
 1902 READ, EDWARD H., M.R.C.S., L.R.C.P., *Assistant Colonial Surgeon, Lagos, West Africa.*  
 1901 REANBY, CECIL T., *Inspector of Police, Freetown, Sierra Leone.*  
 1888 REDMOND, LEONARD, M.D., *Charters Towers, Queensland.*

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- 1889 REDWOOD, CHARLES L., *P.O. Box 500, Johannesburg, Transvaal.*
- 1896 †REED, REV. G. CULLEN H., *Bulilima, viâ Plumtree Siding, Rhodesia.*
- 1892 REELER, JOHN WM., *National Bank Chambers, Cape Town, Cape Colony.*
- 1895 REID, ARTHUR H., C.E., F.R.I.B.A., *P.O. Box 120, Cape Town, Cape Colony.*
- 1897 †REID, DAVID, *Kimberley, Cape Colony.*
- 1896 REID, IRVINE K., M.D., C.M., *Government Medical Officer, Berbice, British Guiana.*
- 1892 REID, JAMES SMITH, *Mount Macedon, near Melbourne, Victoria.*
- 1883 REID, JOHN, *Elderslie, Oamaru, New Zealand.*
- 1897 REID, ALDERMAN MALCOLM, J.P., *Franklin Street, Adelaide, South Australia.*
- 1894 REID, SENATOR HON. ROBERT, *250 Little Flinders St., Melbourne, Victoria.*
- 1896 †REID, ROBERT GILLESPIE, *275 Drummond Street, Montreal, Canada.*
- 1901 REID, ROBERT SMITH, *Port of Spain, Trinidad.*
- 1899 †REID, THOMAS H., F.J.I., J.P., *"China Mail" Office, Hong Kong.*
- 1889 REID, W. J. G., *Funchal, Madeira.*
- 1889 †REINERS, AUGUST, *Port Elizabeth, Cape Colony.*
- 1898 RELLY, CULLIS, *P.O. Box 1257, Johannesburg, Transvaal.*
- 1899 †RELLY, OWEN, *Rand Club, Johannesburg, Transvaal.*
- 1886 RENNER, PETER A., *Barrister-at-Law, Cape Coast, Gold Coast Colony.*
- 1885 RENNER, W., M.D., *Assistant Colonial Surgeon, Freetown, Sierra Leone.*
- 1899 †RENNIE, ALFRED H., *Queen's Road Central, Hong Kong.*
- 1900 †RENTON, J. H., *Messrs. Bosanquet & Co., Colombo, Ceylon.*
- 1893 †REUNEERT, THEODORE, A.M.Inst.C.E., *P.O. Box 92, Johannesburg, Transvaal.*
- 1898 †REYNOLDS, FRANK, *Umzinto, Natal.*
- 1893 REYNOLDS, HENRY, *Calle Progreso 1449, Buenos Ayres.*
- 1881 †RHODES, A. E. G., *Barrister-at-Law, Christchurch, New Zealand.*
- 1888 †RHODES, GEORGE H., *Claremont, Timaru, New Zealand.*
- 1883 RHODES, R. HEATON, M.H.R., *Barrister-at-Law, Christchurch, New Zealand.*
- 1885 †RHODES, ROBERT H., *Bluecliffs, Timaru, New Zealand.*
- 1896 RIACH, WILLIAM C. A., *Customs Department, Accra, Gold Coast Colony.*
- 1895 RICH, ABRAHAM, *15 Esselen Street, Hospital Hill, Johannesburg, Transvaal.*
- 1884 RICHARDS, T. H. HATTON, *Assistant Govt. Secretary, Nicosia, Cyprus.*
- 1900 RICHARDS, WALTER E. WINDSOR, *611 Ogden Buildings, Lake Street, Chicago, U.S.A.*
- 1899 RICHARDSON, EDWARD, C.E., *Government Railways, Sekondi, Gold Coast Colony.*
- 1887 †RICHARDSON, HORACE G., *Queensland.*
- 1898 RICHARDSON, J. ARTHUR, *"Hawke's Bay Herald" Office, Napier, New Zealand.*
- 1894 RICHEY, HON. MATTHEW H., K.C., D.C.L., *427 Brunswick Street, Halifax, Nova Scotia (Corresponding Secretary).*
- 1897 RICHMOND, JAMES, *Public Works Department, Kingston, Jamaica.*
- 1888 RICHTER, GUSTAV H., *Georgetown, British Guiana.*
- 1890 RICKETTS, D. POYNTZ, A.M.Inst.C.E., *c/o H.B.M. Consul, Tientsin, China.*
- 1882 RIDDIFORD, EDWARD J., *Fern Grove, Lower Hutt, Wellington, New Zealand.*
- 1885 †RIDDOCH, HON. GEORGE, M.L.C., *Glencoe, Mount Gambier, South Australia.*
- 1900 RIDER, REV. W. WILKINSON, *Durban, Natal.*

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- 1891 †RIDGE, SAMUEL H., B.A., *Melbourne, Victoria.*  
 1895 RIDGEWAY, H.E. RT. HON. SIR J. WEST, G.C.M.G., K.C.B., K.C.S.I.,  
*Government House, Colombo, Ceylon.*  
 1902 RIDLEY, BERNARD W., *Cottesloe, Western Australia.*  
 1902 RIDSDALE, HERBERT A., *Coolgardie, Western Australia.*  
 1891 †RIGBY, GEORGE OWEN, M.B., F.R.C.S.E., *High Street, Kyneton, Victoria.*  
 1902 RILEY, RT. REV. CHARLES OWEN L., D.D., *Lord Bishop of Perth, Perth,*  
*Western Australia.*  
 1881 †RIMER, J. C., *Kelvin Side, Newlands, Cape Town, Cape Colony.*  
 1902 RIMINGTON, S. B., *Bank of British West Africa, Lagos, West Africa.*  
 1893 RISSIK, CORNELIS, *P.O. Box 401, Johannesburg, Transvaal.*  
 1898 RITCHIE, DUGALD, *G dong Estate, Penang, Federated Malay States.*  
 1899 RITCHIE, HENRY A., *Peninsular and Oriental S. N. Co., Hong Kong.*  
 1892 RITCHIE, JOHN MACFARLANE, *Dunedin, New Zealand.*  
 1900 ROBERTON, ERNEST, M.D., M.R.C.S.E., *Symond St., Auckland, New Zealand.*  
 1890 †ROBERTS, COLONEL CHARLES F., C.M.G., *Sydney, New South Wales.*  
 1899 ROBERTS, CHARLES G. D., M.A., *Fredericton, New Brunswick.*  
 1885 †ROBERTS, HON. CHARLES J., C.M.G., M.L.C., *Sydney, New South Wales.*  
 1899 †ROBERTS, CHARLES J., *P.O. Box 1771, Johannesburg, Transvaal.*  
 1902 ROBERTS, HARRY, *Steynsburg, Cape Colony.*  
 1891 ROBERTS, JOHN, C.M.G., *P.O. Box 304, Dunedin, New Zealand.*  
 1897 ROBERTS, PERCY S., *Kooingal, Gladstone, Queensland.*  
 1900 ROBERTS, REGINALD A., *Old Calabar, Southern Nigeria.*  
 1880 †ROBERTS, RICHARD M., J.P., *Kimberley, Cape Colony.*  
 1889 †ROBERTS, R. WIGHTWICK, F.C.S., *Valparaiso, Chili.*  
 1899 †ROBERTSON, ALEXANDER, *157 St. James's Street, Montreal, Canada.*  
 1889 †ROBERTSON, ALFRED GEORGE, *The Lakes, George, Cape Colony.*  
 1890 †ROBERTSON, JAMES, *Wecker St., Coorparoo, Brisbane, Queensland.*  
 1902 ROBERTSON, JOHN, *500 Smith Street, Durban, Natal.*  
 1897 ROBERTSON, CAPTAIN WM. JAMES, *Highlanders' Drill Hall, Cape Town,*  
*Cape Colony.*  
 1896 ROBERTSON, HON. WM. SLOANE, M.L.C., *San Fernando, Trinidad.*  
 1901 ROBINSON, EDWARD, *Ashanti, Gold Coast Colony.*  
 1899 ROBINSON, CAPTAIN E. ROKEBY, F.R.G.S., *Department for Native Affairs,*  
*Johannesburg, Transvaal.*  
 1902 ROBINSON, FREDERICK A. C., *Postmaster, Sekondi, Gold Coast Colony.*  
 1869 †ROBINSON, HON. SIR JOHN, K.C.M.G., *Durban, Natal.*  
 1899 ROBINSON, JOHN, *P.O. Box 2638, Johannesburg, Transvaal.*  
 1901 ROBINSON, MAURICE, *P.O. Box 3217, Johannesburg, Transvaal.*  
 1883 ROBINSON, THOMAS, *P.O. Box 1275, Winnipeg, Canada (Corresponding*  
*Secretary).*  
 1901 †ROBINSON, JOHN H., *139 Vickery's Chambers, 82 Pitt Street, Sydney,*  
*New South Wales.*  
 1882 ROCHE, CAPTAIN W. P.  
 1895 ROCK, CHARLES WM., *Rossfontein Farm, Malvern, Natal.*  
 1885 ROCKWOOD, HON. WILLIAM GABRIEL, M.L.C., M.D., M.R.C.S., M.R.C.P.,  
*Colombo, Ceylon.*  
 1899 †RODDA, STANLEY N., *c/o Messrs. Young & Park, 45 Broadway, New York.*  
 1889 RODGER, HON. J. P., C.M.G., *British Resident, Selangor, Straits Settlements.*  
 1896 †ROE, AUGUSTUS S., *Police Magistrate, Perth, Western Australia.*

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- 1896 ROE, FREDERICK W., 19 *Herbert Street, St. Kilda, Melbourne, Victoria.*
- 1884 ROGERS, HENRY ADAMS, *P.O. Box 310, Johannesburg, Transvaal.*
- 1899 ROGERS, JOHN A., *Public Works Dept., Accra, Gold Coast Colony.*
- 1887 ROGERS, WM. HEYWARD, *P.O. Box 310, Johannesburg, Transvaal.*
- 1903 ROGERSON, WM. SCOTT, *Boti Offin Gold & Trading Co., Gold Coast Colony.*
- 1900 †ROLES, F. CROSBIE, "*Times*" Office, Colombo, Ceylon.
- 1898 ROLLAND, ARTHUR E. MCLELLAN, *Durban, Natal.*
- 1898 ROLLO, THE HON. GILBERT, *c/o Bank of New Zealand, Suva, Fiji.*
- 1897 ROOT, JOHN, JUNR., *Colombo, Ceylon.*
- 1894 ROTH, EDWARD, *P.O. Box 208, Pretoria, Transvaal.*
- 1898 ROPER, FREDERICK G., *Dubrica, Guinée Française, West Africa.*
- 1902 ROPER, HENRY BASIL, *Prisons Department, Cape Town, Cape Colony.*
- 1883 †ROSADO, HON. J. M., *M.L.C., Belize, British Honduras.*
- 1900 ROSE, DUNCAN C., *c/o Wassau Consolidated Goldfields, Ltd., Azim, Gold Coast Colony.*
- 1901 ROSE-INNES, HIS HONOUR CHIEF JUSTICE SIR JAMES, *K.C.M.G., Pretoria, Transvaal.*
- 1896 †ROSETTENSTEIN, MAX, *P.O. Box 49, Johannesburg, Transvaal.*
- 1890 ROSEWARNE, D. D., *c/o Commercial Bank of Australia, Perth, Western Australia.*
- 1898 ROSS, ALEXANDER CARNEGIE, C.B., *H.B.M. Consul, Buenos Ayres, Argentine Republic.*
- 1899 ROSS, ALEXANDER J., *Messrs. Guthrie & Co., Singapore.*
- 1885 ROSS, HON. SIR DAVID PALMER, *C.M.G., M.D., M.C.P., Georgetown, British Guiana.*
- 1896 ROSS, JAMES M., *Johannesburg, Transvaal.*
- 1899 ROSS, JOHN COKE, *M.M.I.M.E., M.I.M.E., P.O. Box 242, Bulawayo, Rhodesia.*
- 1885 †ROSS, HON. JOHN K. M., *M.E.C. (Barrister-at-Law), Collector of Customs, Suva, Fiji (Corresponding Secretary).*
- 1899 ROSS, REGINALD J. B., *Police Magistrate, Lagos, West Africa.*
- 1883 ROSS, HON. WILLIAM, *M.L.C., J.P., Cape Town, Cape Colony.*
- 1892 †ROSS, WILLIAM, *Durban Club, Natal.*
- 1887 ROTHE, WALDEMAR H., *Messrs. Gilchrist, Watt & Co., 7 Bent Street, Sydney, New South Wales.*
- 1902 ROUSSEAU, JAMES T., *M.A., Sub-Intendant of Crown Lands, Port of Spain, Trinidad.*
- 1900 ROW, THE RAJAH A. V. JUGGA, *Vizagapatam, Madras.*
- 1891 ROWAN, ANDREW, *Collins Street, Melbourne, Victoria.*
- 1899 ROWSE, JOHN A., *Gold Coast Surveys, Tarkwa, Gold Coast Colony.*
- 1891 ROYCE, G. H., *Harbour Board, Townsville, Queensland.*
- 1892 †ROYCE, WILLIAM, *P.O. Box 2327, Johannesburg, Transvaal.*
- 1885 ROYLE, CHARLES JOHN, *Bond Street, Sydney, New South Wales.*
- 1881 †RUDALL, JAMES T., *F.R.C.S., Melbourne, Victoria.*
- 1881 RUDD, CHARLES D., *J.P., Newlands, Cape Town, Cape Colony.*
- 1882 RUMSEY, COMMANDER HON. R. MURRAY, *R.N., I.S.O., M.L.C., Hong Kong.*
- 1883 RUNCHMAN, M. S.
- 1902 RUNCIMAN, WILLIAM, *M.L.A., Simons Town, Cape Colony.*
- 1871 RUSDEN, GEORGE W., *Cotmandene, South Yarra, Melbourne, Victoria.*
- 1897 RUSH, EDWIN, *Barberton, Transvaal.*
- 1877 RUSSELL, ARTHUR E., *Te Matai, Palmerston North, New Zealand.*

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Election.

- 1898 RUSSELL, CHARLES W., *Union Bank of Australia, Melbourne, Victoria.*  
 1875 RUSSELL, G. GREY, *Dunedin, New Zealand.*  
 1901 RUSSELL, JAMES, *Waimarama, Remuera, Auckland, New Zealand.*  
 1903 RUSSELL, JAMES, *Carngham, Victoria.*  
 1883 †RUSSELL, JOHN PURVIS, *Wangai, Moana, Wairarapa, Wellington, New Zealand.*  
 1895 RUSSELL, JOSEPH H., *Durban, Natal.*  
 1902 RUSSELL, ROBERT, I.S.O. LL.D. *Maritzburg, Natal.*  
 1877 RUSSELL, HON. SIR WILLIAM R., M.H.R., *Flaxmere, Napier, New Zealand.*  
 1889 †RUTHERFOORD, ARTHUR F B., *Rand Club, Johannesburg, Transvaal.*  
 1898 RUTHERFORD, GEORGE J., M.R.C.S., L.R.C.P., *Assistant Colonial Surgeon, Accra, Gold Coast Colony.*  
 1888 †RUTHERFORD, HENRY, J.P., *Controller of Excise, Durban, Natal.*
- 1896 †SACHS, LEO FERDINAND, *Brisbane, Queensland.*  
 1881 †SACHSE, CHARLES, *Wall Strasse 5/8, Berlin, Germany.*  
 1890 †SACKE, SIMON, *P.O. Box 24, Johannesburg, Transvaal.*  
 1886 SADLER, E. J., J.P., *Westmoreland, Jamaica.*  
 1898 SADLER, W. W. GORDON, *Rand Club, Johannesburg, Transvaal.*  
 1901 †SARGEANT, FREDERICK A., *P.O. Box 8, Edmonton, Alberta, Canada.*  
 1886 †ST. HILAIRE, N A., *Immigration Department, Port of Spain, Trinidad.*  
 1883 ST. LEGER, FREDERICK LUKE, *Cape Town, Cape Colony.*  
 1886 SALAMAN, FREDERICK N 60 *University Place, New York.*  
 1885 SALIER, FREDK. J *Hobart, Tasmania.*  
 1882 †SALMOND, CHARLES SHORT, *Melbourne, Victoria.*  
 1884 SALOM, MAURICE, J.P. *Chairman Commissioner of Charitable Funds, Adelaide, South Australia.*
- 1903 †SAMUEL, OLIVER, *Barrister-at-Law, New Plymouth, New Zealand.*  
 1892 SANDERSON, CHARLES E.F. C.E. *Messrs. Riley, Hargreaves & Co. Singapore.*  
 1900 SANDERSON, EDWARD MURRAY *Colonial Bank, Georgetown, British Guiana.*  
 1900 SANDERSON, HARRY, *Salisbury, Rhodesia.*  
 1903 SANDFORD, ALEXANDER WALLACE, J.P., *Imperial Place, Grenfell Street Adelaide, South Australia.*
- 1903 †SANDOVER, ALFRED, *Claremont, Western Australia.*  
 1900 †SANDY JAMES M., *Blenheim, Queen St., Burwood, Sydney, New South Wales.*  
 1901 SANEK, CHARLES B., *New Club, Johannesburg, Transvaal.*  
 1889 SARAF, F. J. DE, J.P., *Proctor, Supreme Court, Colombo, Ceylon.*  
 1876 †SARJEANT, HENRY *Fordell House, Wanganui, New Zealand.*  
 1902 SASSE, A. R. G 475 *Collins Street, Melbourne, Victoria.*  
 1886 SAUER, HANS, M.D., *c/o Chartered Co., Bulawayo, Rhodesia.*  
 1896 †SAUNDERS, HON. CHARLES J. R., C.M.G., *Chief Magistrate and Civil Commissioner, Eshowe, Natal.*
- 1903 SAUNDERS, ARTHUR R., M.B., F.R.C.S.E., *Kingston, Jamaica.*  
 1893 SAUNDERS, EDWARD, *Tonga, Natal.*  
 1901 SAUNDERS, CAPTAIN FREDERICK A., F.R.C.S., L.R.C.P., *Lancing House, Grahamstown, Cape Colony (Corresponding Secretary).*
- 1893 SAUNDERS, SENATOR HENRY J., A.M.Inst.C.E., *Perth, Western Australia.*  
 1886 SAUNDERS, HENRY W., M.D., F.R.C.S., *Johannesburg, Transvaal.*  
 1880 SAUNDERS, JOHN, *Sea Cliff, near Cape Town, Cape Colony.*

Year of  
Election.

- 1891 †SAUNDERS, JOHN H., M.B., M.R.C.S., *c/o Bank of New South Wales, Melbourne, Victoria.*
- 1902 SAUNDERS, PHILIP, *P.O. Box 1863, Johannesburg, Transvaal.*
- 1903 SAVAGE, GABRIEL H., *Barrister-at-Law, Sunnyside, Cape Coast, Gold Coast Colony.*
- 1895 SAVILLE-KENT, WILLIAM, F.L.S., F.Z.S., *Weld Club, Perth, Western Australia.*
- 1897 †SAW, WILLIAM A., *Lands and Titles Office, Perth, Western Australia.*
- 1895 SAWERS, JOHN, *Bank of Australasia, Melbourne, Victoria.*
- 1902 SCARR, VALENTINE E., *Selukwe Columbia Gold Mine, Selukwe, Rhodesia.*
- 1884 †SCANLEN, HON. SIR THOMAS, K.C.M.G., M.E.C., *Bulawayo, Rhodesia.*
- 1887 SCARD, FREDERIC I., *Georgetown, British Guiana.*
- 1885 SCHERMBRUCKER, HON. LIEUT.-COLONEL FREDERIC, M.L.A., *Cape Town, Cape Colony; and King William's Town.*
- 1900 SCHEIDEL, AUGUSTE, PH.D., *Union Club, Sydney, New South Wales.*
- 1888 SCHÖPS, MAX, *Tete, via Kilimane, East Africa.*
- 1889 †SCHOLEFIELD, WALTER H., *Port Elizabeth, Cape Colony.*
- 1878 SCHOOLLES, HON. HENRY R. PIPON, *Attorney-General, Kingston, Jamaica.*
- 1897 SCHREINER, HON. WILLIAM P., K.C., C.M.G., *Cape Town, Cape Colony.*
- 1898 SCHULLER, OSCAR H., *P.O. Box 4427, Johannesburg, Transvaal.*
- 1896 SCHULLER, WILHELM C., *P.O. Box 4427, Johannesburg, Transvaal.*
- †SCHULZ, J. A. AUREL, M.D., *Durban, Natal.*
- 1895 SCOBLE, JOHN, *Pretoria, Transvaal.*
- 1902 †SCOTT, ARTHUR ELDON, M.R.C.S., L.R.C.P., *c/o Messrs. H. B. W. Russell & Co., Cape Coast, Gold Coast Colony.*
- 1895 SCOTT, CHARLES, *P.O. Box 845, Johannesburg, Transvaal.*
- 1901 SCOTT, EDWARD J., *Asaba, Southern Nigeria.*
- 1901 SCOTT, ELGIN, *Stryj, Galizien, Austria.*
- 1902 †SCOTT, GEORGE, *P.O. Box 250, Bloemfontein, Orange River Colony.*
- 1876 SCOTT, HENRY, J.P., *Adelaide, South Australia.*
- 1903 SCOTT, HENRY MILNE, *Suva, Fiji.*
- 1901 SCOTT, SIR JAMES GEORGE, K.C.I.E., *c/o Secretariat, Rangoon, Burma.*
- 1897 SCOTT, JOHN, *Johannesburg, Transvaal.*
- 1901 SCOTT, PERCY G., C.E., *Public Works Department, Rangoon, Burma.*
- 1903 SCOTT, WILLIAM A., *Stipendiary Magistrate, Suva, Fiji.*
- 1901 SCRUBY, CHARLES B., *District Commissioner, Lagos, West Africa.*
- 1901 SEARLE, JAMES, M.L.A., *Port Elizabeth, Cape Colony.*
- 1893 SEAVILL, CECIL ELIOT, *P.O. Box 341, Cape Town, Cape Colony.*
- 1901 SEDGEFIELD, ARTHUR E., *Cape Coast, Gold Coast Colony.*
- 1888 †SEDGWICK, CHARLES F., *Cape Town, Cape Colony.*
- 1879 SEGRE, JOSEPH S., J.P., *Savanna-la-Mar, Jamaica.*
- 1899 SELKIRK, W., M.E., *Mountain Copper Company, Keswick, Shasta Co., California, U.S.A.*
- 1894 \*SELOUS, FREDERICK C., *Bulawayo, Rhodesia.*
- 1898 SENIOR, BERNARD, *Auditor-General, Bloemfontein, Orange River Colony.*
- 1900 †SERRURIER, LOUIS C., *c/o General Estate and Orphan Chamber, Adderley Street, Cape Town, Cape Colony.*
- 1902 SETH, ARATHOON, *Deputy Registrar, Supreme Court, Hong Kong.*
- 1898 SEVERN, CLAUD, *Federated Malay States Civil Service, Kuala Lumpur, Selangor, Straits Settlements.*

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Election.

- 1899 SEWELL, HARRY PERCY, B.A., *Arcadia, Duncans P.O., Jamaica.*  
 1879 †SEWELL, HON. HENRY, M.L.C., *Trelawny, Jamaica.*  
 1900 SHAND, FRANCIS B. B., *St. John's, Antigua.*  
 1901 SHARP, J. W.  
 1901 SHARPE, SIR ALFRED, K.C.M.G., C.B., *H.M. Commissioner and Consul-General, Zomba, British Central Africa.*  
 1902 SHAUGHNESSY, SIR THOMAS G., *Canadian Pacific Railway, Montreal, Canada.*  
 1903 †SHAW, CHARLES COURTENAY, *Colonial Secretariat, Pretoria, Transvaal.*  
 1889 SHAW, FREDERICK C. (*Surgeon Superintendent, Indian Emigration Service*).  
 1883 †SHAW, THOMAS, *Woorwyrite, Camperdown, Victoria.*  
 1902 SHAW, HENRY B., *Assistant Under Colonial Secretary, Cape Town, Cape Colony.*  
 1883 SHEA, SIR AMBROSE, K.C.M.G.  
 1898 SHERRARD, ABRAHAM, *c/o Great Fingall Consolidated, Day Dawn, Western Australia.*  
 1898 SHEARING, THOMAS, 297 *Smith Street, Durban, Natal.*  
 1897 SHELLEY, JOHN, *Colonial Rubber Estates, Lim., Cape Coast, Gold Coast Colony.*  
 1885 †SHENTON, EDWARD, J.P., *Weld Club, Perth, Western Australia.*  
 1900 SHENTON, ERNEST C., *Weld Club, Perth, Western Australia.*  
 1884 †SHENTON, HON. SIR GEORGE, M.L.C., J.P., *Crawley, Western Australia.*  
 1889 †SHEPHERD, JAMES, *P.O. Box 518, Johannesburg, Transvaal.*  
 1899 SHEPHERD, BRUCE, I.S.O., *Land Office, Hong Kong.*  
 1897 SHEPHERD, PERCY G., *P.O. Box 646, Johannesburg, Transvaal.*  
 1895 SHINGLER, EDWARD P., JUN., *P.O. Box 144, Johannesburg, Transvaal.*  
 1881 †SHIRLEY, HON. LEICESTER C., *Hyde Hall, Clarks Town P.O., Jamaica.*  
 1897 SHOLL, ROBERT F., *Perth, Western Australia.*  
 1902 †SHRAGER, ISAAC, 28 *Dalhousie Square West, Calcutta.*  
 1902 SHRAGER, JAMES, *Messrs. Shrager Bros., Singapore.*  
 1884 SHRIMPTON, WALTER, *Matapiro, Napier, New Zealand.*  
 1902 †SIEDLE, OTTO, *P.O. Box 31, Durban, Natal.*  
 1899 SIEVERS, ANDREW J., *c/o Messrs. Dangar, Gedye & Co., Sydney, New South Wales.*  
 1903 SIFTON, HON. CLIFFORD, K.C., M.P., *Ottawa, Canada.*  
 1903 SILBERBAUER, CHARLES F., *Rondebosch, Cape Colony.*  
 1899 †SIMKINS, EDWARD, *Whitecliff, Greytown, Natal.*  
 1894 SIMMONS, HON. C. J., M.L.C., *St. Vincent, West Indies.*  
 1896 SIMMONS, JOSEPH B. LINTORN, J.P., *c/o General Post Office, Perth, Western Australia.*  
 1901 SIMMS, ALEXANDER.  
 1884 †SIMPSON, EDWARD FLEMING, *Pretoria, Transvaal.*  
 1882 †SIMPSON, G. MORRIS, *Australian Club, Sydney, New South Wales.*  
 1893 SIMPSON, ROBERT M., M.D., 456 *Main Street, Winnipeg, Canada.*  
 1896 SIMS, C. J., *Rand Club, Johannesburg, Transvaal.*  
 1884 SIMSON, R. J. P., *Melbourne Club, Melbourne, Victoria.*  
 1897 SINCKLER, EDWARD G., *Police Magistrate, Gibbes Plantation, St. Peter Barbados.*  
 1890 SINCLAIR-STEVENSON, F., M.D., *Strathallan House, Rondebosch, Cape Colony.*  
 1903 SINGLETON, ROBERT, *Haverbrack, Melbourne, Victoria.*  
 1892 SKERMAN, SIDNEY, M.R.C.S.E., *Marton, Rangitikei, New Zealand.*

Year of  
Election.

- 1900 SKUES, THOMAS MCKENZIE, *Commissariat Buildings, Cape Coast, Gold Coast Colony.*
- 1901 †SLACK, WILLIAM J., *Belize, British Honduras.*
- 1902 †SLINGER, DAVID L., *Green Hill, St. George's, Grenada.*
- 1880 †SLOANE, ALEXANDER, *Mulwala Station, New South Wales.*
- 1896 SLOLEY, H. C., *The Residency, Maseru, Basutoland, South Africa.*
- 1902 SMALL, JOHN D., L.R.C.S., L.S.A., *Assistant Colonial Surgeon, Lagos, West Africa.*
- 1894 SMALL, JOHN T., *Barrister-at-Law, 24 Adelaide Street East, Toronto, Canada (Corresponding Secretary).*
- 1891 SMITH, PROFESSOR ALFRED MICA, *Ballarat, Victoria.*
- 1885 SMITH, HON. MR. JUSTICE ALFRED V. LUCIE, *Georgetown, British Guiana.*
- 1882 SMITH, CHARLES, *Wanganui, New Zealand.*
- 1898 SMITH, COLIN, 17 *Bayswater Road, Sydney, New South Wales.*
- 1899 SMITH, EDWARD H. DEAN, *Weld Club, Perth, Western Australia.*
- 1893 †SMITH, EDWARD ROBERTS, M.R.C.S.E., *Cowra, New South Wales.*
- 1883 †SMITH, HON. SIR EDWIN THOMAS, K.C.M.G., M.L.C., *Adelaide, South Australia.*
- 1902 SMITH, F. B., *Agricultural Department, P.O. Box 1064, Pretoria, Transvaal.*
- 1894 SMITH, F. CALVEY, *Yalumba, Angaston, South Australia.*
- 1882 SMITH, HON. MR. JUSTICE FRANCIS, *Cape Coast, Gold Coast Colony.*
- 1899 SMITH, GEORGE, *Director of Survey, Nicosia, Cyprus.*
- 1895 SMITH, HON. GEORGE DAVID, M.L.C., *Cape Town, Cape Colony.*
- 1899 SMITH, GEORGE HALFORD, *P.O. Box 5361, Johannesburg, Transvaal.*
- 1888 †SMITH, HENRY FLESHER, *Gordon Brook, Grafton, New South Wales.*
- 1899 SMITH, HENRY HAVELOCK, *P.O. Box 2147, Johannesburg, Transvaal.*
- 1888 †SMITH, H. G. SETH, *Northern Club, Auckland, New Zealand (Corresponding Secretary).*
- 1884 †SMITH, JAMES CARMICHAEL, *Post Office, Freetown, Sierra Leone.*
- 1902 SMITH, JOHN CLIFFORD, *Mocroolbark Park, Lilydale, Victoria.*
- 1901 SMITH, LAURENCE, *The Treasury, Zomba, British Central Africa.*
- 1902 SMITH, PROFESSOR R. NEIL, *The University, Hobart, Tasmania.*
- 1894 †SMITH, HON. ROBERT GEMMELL, M.L.C., *Nausori, Fiji.*
- 1882 SMITH, ROBERT MURRAY, C.M.G., *Melbourne, Victoria.*
- 1889 SMITH, R. TOTTENHAM, *Standard Bank, Johannesburg, Transvaal.*
- 1895 SMITH, THOMAS HENRY, *Accra, Gold Coast Colony.*
- 1898 †SMITH, WILLIAM, *c/o Rhodesian Goldfields Co., Salisbury, Rhodesia.*
- 1887 †SMITH, WILLIAM, *Georgetown, British Guiana.*
- 1895 SMITH, W. E., *Railway Department, Port of Spain, Trinidad.*
- 1893 SMITH, WM. EDWARDS, M.R.A.C., *P.O. Box 1330, Sydney, New South Wales.*
- 1877 †SMITH, H.E. SIR W. F. HAYNES, K.C.M.G., *Government House, Cyprus.*
- 1882 †SMITH, W. H. WARRE, *Rand Club, Johannesburg, Transvaal.*
- 1894 SMITH, HIS GRACE WM. SAUMAREZ, D.D., *Lord Archbishop of Sydney, Greenknolls, Macleay Street, Sydney, New South Wales.*
- 1899 SMITHMAN, CAPTAIN FRANK J., D.S.O.
- 1903 SMITHERS, HENRY, *Messrs. J. Robertson & Co., P.O. Box 279, Cape Town, Cape Colony.*
- 1885 †SMUTS, C. PETER, M.L.A., M.B., C.M. (Edin.), *Mowbray, near Cape Town, Cape Colony.*
- 1898 / SMUTS, JOHANNES, *c/o Secretary of Administration, Pretoria, Transvaal.*



Year of  
Election.

- 1901 SMUTS, LOUIS B., *Civil Service Club, Cape Town, Cape Colony.*
- 1897 SMYTH, HERBERT WARINGTON, M.A., F.G.S., *Mines Department, Johannesburg, Transvaal.*
- 1902 SMYTH, J. W., *New Club, Johannesburg, Transvaal.*
- 1889 SNELL, EDWARD, *Durban, Natal.*
- 1883 SNEYD-KYNNERSLY, HON. C. W., C.M.G., *Penang, Straits Settlements.*
- 1886 SNOWDEN, HON. SIR ARTHUR, M.L.C., *Melbourne, Victoria.*
- 1903 SOLOMON, EDWARD P., P.O. Box 424, *Johannesburg, Transvaal.*
- 1899 SOLOMON, ELIAS, M.P., J.P., *Fremantle, Western Australia.*
- 1896 †SOLOMON, HON. HARRY, M.L.C., P.O. Box 1388, *Johannesburg, Transvaal.*
- 1897 †SOLOMON, HARRY DOUGLAS, P.O. Box 455, *Johannesburg, Transvaal.*
- 1902 SOLOMON, N. STAFFORD., *Supervisor of Customs, Accra, Gold Coast Colony.*
- 1883 SOLOMON, HON. MR. JUSTICE WILLIAM HENRY, *Grahamstown, Cape Colony.*
- 1901 SOMER, A. EDWARD, *Commissariat Buildings, Cape Coast, Gold Coast Colony.*
- 1894 †SOMERSSET, EDMUND T., P.O. Box 43, *Johannesburg, Transvaal.*
- 1888 †SOMERSHIELD, OSCAR, *Regina Villa, St. Andrews Road, Sea Point, Cape Town, Cape Colony.*
- 1892 SOMERVILLE, FREDERICK G., 8 *Change Alley, Singapore.*
- 1897 SONNENBERG, CHARLES, M.L.A., P.O. Box 463, *Cape Town, Cape Colony.*
- 1893 SOUTHEY, CHARLES, C.M.G., *Culmstock, near Cradock, Cape Colony.*
- 1902 SOUTHWOOD, REGINALD T. E., *Salisbury, Rhodesia.*
- 1902 SPARKS, HARRY, *Calthorpe Hall, Sydenham, Durban, Natal.*
- 1896 †SFENCE, ROBERT H., P.O. Box 564, *Johannesburg, Transvaal.*
- 1899 SPIER, WILLIAM, *Gas Company, Rockhampton, Queensland.*
- 1881 SPRIGG, RT. HON. SIR J. GORDON, G.C.M.G., M.L.A., *Cape Town, Cape Colony.*
- 1902 SPROULE, PERCY J., B.A., *Barrister-at-Law, Penang, Straits Settlements.*
- 1896 SPURRIER, ALFRED H., L.R.C.P., *Prison Island Sanitary Station, Zanzibar.*
- 1881 †STABLES, HENRY L., M.Inst. C.E.
- 1896 STACK, REV. CANON JAMES W., *Casa Eldreda, Bordighera, Italy.*
- 1888 STAIB, OTTO, 16 *Gutenberg Strasse, Stuttgart, Germany.*
- 1893 STAMPER, WILLIAM FREDERICK, *Cape Town, Cape Colony.*
- 1893 STANFORD, WALTER J., 70 *Estcourt Buildings, Von Brandis Square, Johannesburg, Transvaal.*
- 1892 †STANLEY, ARTHUR, *Middelburg, Transvaal.*
- 1882 STANLEY, HENRY C., M.Inst.C.E., *Brisbane, Queensland.*
- 1894 STANLEY, JOSEPH HENRY, *Canning Downs, Warwick, Queensland.*
- 1882 STEERE, HON. SIR JAMES G. LEE, K.C.M.G., M.L.A., *Perth, Western Australia.*
- 1895 STEPHEN, HON. MR. JUSTICE MATTHEW H., *Sydney, New South Wales.*
- 1888 †STEVENS, DANIEL C., F.R.G.S., *City Club, Cape Town, Cape Colony.*
- 1887 †STEVENS, FRANK, C.M.G., *Durban, Natal.*
- 1887 †STEVENS, HILDEBRAND W. H., *Port Darwin, Northern Territory, South Australia.*
- 1902 STEVENS, PERCIVAL, A.M.Inst.C.E., *Public Works Department, Port of Spain, Trinidad.*
- 1883 STEVENSON, JOHN, *Queensland Club, Brisbane, Queensland.*
- 1896 STEVENSON, THOMAS, P.O. Box 411, *Port Elizabeth, Cape Colony.*
- 1902 STEWART, ALLEN C., P.O. Garden Reach, *Calcutta.*

Year of  
Election.

- 1899 STEWART, GERSHOM, *Messrs. Anton & Stewart, Hong Kong.*  
 1896 STEWART, JAMES, M.Inst.C.E., *Auckland, New Zealand.*  
 1888 †STEWART, MCLEOD, *Ottawa, Canada.*  
 1897 †STEWART, THOMAS, M.B., C.M., P.O. Box 88, *Salisbury, Rhodesia*  
*(Corresponding Secretary).*  
 1896 †STEYTLER, HENRY DE VILLIERS, P.O. Box 174, *Johannesburg, Trans-*  
*vaal.*  
 1897 STILL, WILLIAM F., J.P., *Dundee, Natal.*  
 1901 STOCK, ROBERT A., *Adelaide Club, South Australia.*  
 1898 STOCKDALE, FRANCIS COLBROOKE, C.E., *East Africa.*  
 1898 STOKER, HON. WILLIAM H., *Attorney-General, Bridgetown, Barbados.*  
 1899 STOKES, ALFRED PARKER, *Messrs. Johnson, Stokes & Master, Hong Kong.*  
 1898 STOKES, CHARLES E., 6 *Beaconsfield Chambers, Coolgardie, Western Australia*  
*(Corresponding Secretary).*  
 1880 †STOKES, STEPHEN, *Park Road, Kimberley, Cape Colony.*  
 1896 STONE, HARRY, P.O. Box 3828, *Johannesburg, Transvaal.*  
 1889 STONE, HENRY, *The Grange, Ingham, Queensland.*  
 1900 STONE, SAMUEL, P.O. Box 234, *Kimberley, Cape Colony.*  
 1897 †STONESTREET, GEORGE D., *Inspector of Mines, Krugersdorp, Transvaal.*  
 1902 STOPFORD, THE HON. JAMES RICHARD N., *Colonial Secretariat, Pretoria,*  
*Transvaal.*  
 1903 STRACHAN, JOHN, *Salisbury, Rhodesia.*  
 1901 STRANACK, MORRIS WM., *Durban, Natal.*  
 1892 STRANACK, WILLIAM, *Durban, Natal.*  
 1896 †STREET, ALFRED R., *Union Club, Sydney, New South Wales.*  
 1884 †STRICKLAND, H.E. SIR GERALD, K.C.M.G., *Government House, St. John's,*  
*Antigua.*  
 1892 STRINGER, HON. CHARLES, M.L.C., *Messrs. Paterson, Simons & Co.,*  
*Singapore.*  
 1897 †STRONG, EDGAR H., M.R.C.S., P.O. Box 193, *Bulawayo, Rhodesia (Corre-*  
*sponding Secretary).*  
 1894 †STRUBEN, ARTHUR M. A., C.E., *Imperial Military Railways, Pretoria,*  
*Transvaal.*  
 1903 †STRUBEN, CHARLES F. W., *Barrister-at-Law, Strubenheim, Rosebank,*  
*Cape Colony.*  
 1880 †STRUBEN, H. W., J.P., *Strubenheim, Rosebank, Cape Colony.*  
 1903 †STRUBEN, ROBERT H., *Tafelberg Hall, Middelburg, Cape Colony.*  
 1902 STUART, CHARLES EDWARD, *Rand Club, Johannesburg, Transvaal.*  
 1894 †STUART, JAMES, *Ingwavuma, via Eshowe, Natal.*  
 1896 STUART, THOMAS J., *Tutira, Hawkes Bay, New Zealand.*  
 1899 †STUCKE, W. H., A.R.I.B.A., P.O. Box 2271, *Johannesburg, Transvaal.*  
 1894 STUCKEY, LEONARD C., *Abosso G. M. Co., via Sekondi, Gold Coast*  
*Colony.*  
 1894 STUCKEY, MORTIMER, *Victoria Square, West Adelaide, South Australia.*  
 1883 †STUDHOLME, JOHN, *Coldstream, Hinds, Christchurch, New Zealand.*  
 1902 STUDHOLME, JOSEPH F., *Ruanui, Wanganui, New Zealand.*  
 1889 STURDEE, H. KING, 240 *State Street, Albany, U.S.A.*  
 1897 STURGES, THOMAS, *Nile Reservoir Works, Assiout, Upper Egypt.*  
 1890 STURROCK, DAVID, *Union Bank of Australia, Sydney, New South Wales.*  
 1897 SUNDE, KONRAD, *Klipdam, Griqualand West, Cape Colony.*

Year of  
Election.

- 1901 SUTHERLAND, DAVID, *Ngaipu, Martinborough, Wairarapa, Wellington, New Zealand.*
- 1898 SUTHERLAND, M. T., *Warmbad, German South West Africa (via Steinkop).*
- 1889 SUTTON, HON. GEORGE M., M.L.C., *Fair Fell, Howick, Natal.*
- 1896 SWABY, THE RT. REV. WILLIAM P., D.D., *Lord Bishop of Barbados, Bishopscourt, Bridgetown, Barbados.*
- 1881 †SWAN, ROBERT A., *Georgetown Club, British Guiana.*
- 1891 SWAYNE, CHARLES R., *Stipendiary Magistrate, Loma Loma, Fiji.*
- 1884 SWAYNE, JOSEPH QUICKE, *Mullens River, British Honduras.*
- 1883 SWETTENHAM, H.E. SIR FRANK A., K.C.M.G., *Government House, Singapore.*
- 1895 SWIFT, WILLIAM H., M.I.M.M., *Axim, Gold Coast Colony.*
- 1897 SWORD, THOMAS S., *Land Board, Brisbane, Queensland.*
- 1881 †SYMON, SENATOR SIR JOSIAH HENRY, K.C.M.G., K.C., *Adelaide, South Australia.*
- 1885 SYMONS, DAVID, P.O. Box 469, *Johannesburg, Transvaal.*
- 1893 SYMONDS, HENRY, M.D., *Kimberley, Cape Colony.*
- 1900 SYNNOT, RICHARD W., *Armada, Melbourne, Victoria.*
- 1901 TAINTON, JOHN WARWICK, *Advocate, 233, Church Street, Maritzburg, Natal.*
- 1901 TAMBACI, HON. C., M.L.C., *Lagos, West Africa.*
- 1888 †TAMPLIN, LT.-COLONEL HERBERT T., K.C., M.L.A., *Grahamstown, Cape Colony.*
- 1898 TANCRED, AUGUSTUS B., J.P., 40 *Upper Page Street, Doornfontein, Johannesburg, Transvaal.*
- 1902 TANNAHILL, THOMAS F., M.D. *Queenstown, Cape Colony.*
- 1877 †TANNER, THOMAS, *Riverslea, Napier, New Zealand.*
- 1897 TANNOCK, JOHN P., M.B., C.M., *Park Avenue, East London, Cape Colony.*
- 1883 TAPSCOTT, GEORGE A. M., *Kimberley, Cape Colony.*
- 1902 TARTÉ, ERNEST E. F., *Nairobi, British East Africa.*
- 1894 TATHAM, FREDERIC SPENCE, K.C., M.L.A., 7 *Timber Street, Maritzburg, Natal.*
- 1895 TATHAM, GEORGE FREDERICK, M.L.A., J.P., *Ladysmith, Natal.*
- 1899 TAVERNER, HON. JOHN W., M.L.A., *Melbourne, Victoria.*
- 1902 †TAYLOR, ADOLPHUS J., *Arthursleigh, North Sydney, New South Wales.*
- 1895 TAYLOR, FREDERICK E., *Public Works Dept., Spanish Town, Jamaica.*
- 1887 TAYLOR, G. W.
- 1897 TAYLOR, HERBERT J., *Chief Native Commissioner, Bulawayo, Rhodesia.*
- 1898 †TAYLOR, J. HOWARD, *Perth, Western Australia.*
- 1899 TAYLOR, JOHN, *The Prison, Belize, British Honduras.*
- 1903 TAYLOR, THOMAS.
- 1882 †TAYLOR, WILLIAM, *Clarendon Street East, Melbourne, Victoria.*
- 1898 TAYLOR, WILLIAM, *Adelaide, South Australia.*
- 1901 TAYLOR, WILLIAM, *Hong Kong Club, Hong Kong.*
- 1883 TAYLOR, HON. W. F., M.L.C., M.D., 8 *Wharf Street, Brisbane, Queensland (Corresponding Secretary).*
- 1902 TAYLOR, WILLIAM IRWIN, M.D., M.R.C.S., *Assistant Colonial Surgeon, Lagos, West Africa.*

Year of  
Election.

- 1900 TAYLOR, WILLIAM L., *Messrs. Miller Brother & Co., Sekondi, Gold Coast Colony.*
- 1890 TAYLOR, HON. WILLIAM T., C.M.G., *Colonial Secretary, Singapore (Corresponding Secretary).*
- 1893 TEECE, RICHARD, *Australian Mutual Provident Society, Sydney, N.S.W.*
- 1897 TENNANT, MAJOR J. D., *Salisbury, Rhodesia.*
- 1896 TENNENT, HUGH G., *P.O. Box 2407, Johannesburg, Transvaal.*
- 1901 TENNYSON-COLE, PHILIP, *Parade Entrance, Theatre Buildings, Cape Town, Cape Colony.*
- 1884 TESCHEMAKER, CHARLES DE V., *Avondale Station, Renwick, Marlborough, New Zealand.*
- 1883 TESCHEMAKER, THOMAS, J.P., *Otaio, Timaru, New Zealand.*
- 1901 THARP, JOHN MONTAGU, *Wady Halfa, Sudan.*
- 1897 \*THEAL, GEORGE M'CALL, LL.D. *Cape Town, Cape Colony.*
- 1903 †THEOMIN, DAVID E. *Dunedin, New Zealand.*
- 1897 THEOPHILUS, DAVID, *P.O. Box 72 Port Elizabeth, Cape Colony.*
- 1892 THIELE, HANS H. F.R.S.G.S., *Lautoka, Fiji.*
- 1900 THISELTON, ALBERT E., *The Point, Durban, Natal.*
- 1901 †THOMAS, CHARLES C., *Government Surveyor, Bloemfontein, Orange River Colony.*
- 1899 THOMAS, DAVID R., *Kumasi Railway, Sekondi, Gold Coast Colony.*
- 1897 THOMAS, EDWARD H. L., *Ooonoonagalla, Madulkelly, Ceylon.*
- 1886 †THOMAS, HON. JAMES J., M.L.C., *Wolverforce House, Gloucester Street, Sierra Leone.*
- 1884 †THOMAS, J. EDWIN, *Cavendish Chambers, Grenfell Street, Adelaide, South Australia (Corresponding Secretary).*
- 1895 THOMAS, JOHN H., J.P., *Little East Street, Freetown, Sierra Leone.*
- 1882 THOMAS, M. H., *Ooonoonagalla, Madulkelly, Ceylon.*
- 1883 †THOMAS, RICHARD D., *P.O. Box 185, Christchurch, New Zealand.*
- 1884 THOMAS, ROBERT KYFFIN *Adelaide, South Australia.*
- 1899 THOMAS, WM. EVAN, J.P., *Gympie, Queensland.*
- 1899 †THOMASSET, HANS P. *Cascade Estate, Mahé, Seychelles.*
- 1901 THOMPSON, EDWARD, *Government Railway, Freetown, Sierra Leone.*
- 1891 THOMPSON, FRED A. H., *Manchester House, Freetown, Sierra Leone.*
- 1881 THOMPSON, GEORGE A., *38 Elizabeth Street, Sydney, New South Wales.*
- 1891 THOMPSON, MAX G. CAMPBELL, *Manchester House, Freetown, Sierra Leone.*
- 1884 THOMPSON, T. A., *Registrar of the Courts, Port of Spain, Trinidad.*
- 1895 THOMPSON, HON. WILLIAM A., *Treasurer, Stanley, Falkland Islands.*
- 1886 THOMSON, ALPIN F., *Works and Railway Department, Perth, Western Australia.*
- 1885 †THOMSON, ARTHUR H.
- 1886 THOMSON, SURGEON-MAJOR JOHN, M.B., *Queensland Defence Force, Inchcome, Brisbane, Queensland.*
- 1896 THOMSON, JOHN E., M.B., C.M., *Stock Exchange Club, Melbourne, Victoria.*
- 1897 THOMSON, THOMAS D., *Middelburg, Cape Colony.*
- 1880 THOMSON, WILLIAM, M.Inst.C.E., *Calle Imperial No. 17, Algeciras, Spain.*
- 1893 THOMSON, WM. BURNS, J.P., *Harrismith, Orange River Colony.*
- 1888 †THOMSON, WILLIAM CHARLES, *Cape Town Club, Cape Colony.*

Year of  
Election

- 1902 THORNE, THOMAS LANE, *Barrister-at-Law, Pretoria, Transvaal.*  
 1884 THORNTON, S. LESLIE, *Resident Magistrate, Savanna-la-Mar, Jamaica.*  
 1892 †THORNTON, WILLIAM, *Maungakawa, Cambridge, Auckland, New Zealand.*  
 1903 TIFFIN, C. H., *Queenstown, Cape Colony.*  
 1886 †TINLINE, JOHN, *Nelson, New Zealand.*  
 1879 TOBIN, ANDREW, *Wingadee, St. Kilda, Melbourne, Victoria.*  
 1897 TOBIN, WM. ANDREW, *Wingadee, St. Kilda, Melbourne, Victoria.*  
 1900 TOBY, FORBES L., *Fort Fraser, British Columbia.*  
 1885 TODD, SIR CHARLES, K.C.M.G., F.R.S., *Postmaster-General and Superintendent of Telegraphs, Adelaide, South Australia.*  
 1890 †TOLHURST, GEORGE E., *Grant Road, Wellington, New Zealand.*  
 1896 †TOLL, BENJAMIN, *Charters Towers, Queensland.*  
 1900 TOOGOOD, JOHN F., *c/o Messrs. H. B. W. Russell & Co., Cape Coast, Gold Coast Colony.*  
 1883 †TOPP, HON. JAMES, M.L.C., *Bathurst, Gambia, West Africa.*  
 1903 TOSEN, JOHN H., *Messrs. P. Davis & Sons, Saville Street, Durban, Natal.*  
 1900 TOTTENHAM, RALPH G. LOFTUS, *Hurley House, Mowbray, Cape Colony.*  
 1889 †TRAILL, GILBERT F., *Kandapolla Estate, Ceylon.*  
 1884 †TRAVERS, BENJAMIN, *District Commissioner, Famagusta, Cyprus.*  
 1893 †TRAVERS, E. A. O., M.R.C.S., *Residency Surgeon, Kuala Lumpur, Straits Settlements.*  
 1903 TRAVERS, JOHN EDMUND DE LA COUR, *Pilgrims Rest, Transvaal.*  
 1888 TREACHER, HON. W. H., C.M.G., *The Residency, Perak, Straits Settlements.*  
 1903 TREEDGOLD, HENRY KNIGHT, *P.O. Box 76, Cape Town, Cape Colony.*  
 1888 †TREGARTHEN, WM. COULSON, *P.O. Box 1920, Johannesburg, Transvaal.*  
 1883 †TRELEAVEN, CHARLES W., *Bogue, Balaclava P.O., Jamaica.*  
 1902 TRENCHARD, DUDLEY CAMPBELL, *468 Collins Street, Melbourne, Victoria.*  
 1890 TRENCHARD, HENRY, *58 Pitt Street, Sydney, New South Wales.*  
 1902 TRESEDER, WILLIAM A.S., *Government Railway, Sekondi, Gold Coast Colony.*  
 1897 TRICKS, FREDERICK C., *Taberna, Malvern Road, Armadale, Melbourne, Victoria.*  
 1897 TRIGG, E. BAYLY, F.R.V.I.A., *Perth, Western Australia.*  
 1900 TRIMMINGHAM, NORMAN S. P., A.M.Inst.C.E., *Public Works Department, Hong Kong.*  
 1880 TRIMMINGHAM, WILLIAM P., *The Grange, St. Michael's, Barbados (Corresponding Secretary).*  
 1878 TRIMMER, FREDERICK, *Denver, Colorado, U.S.A.*  
 1884 †TRIPP, C. HOWARD, *Solicitor, Timaru, Canterbury, New Zealand.*  
 1883 TROTTER, NOEL, *Singapore.*  
 1899 TRUDE, F. B., *Kalgoorlie, Western Australia.*  
 1869 TRUTCH, HON. SIR JOSEPH W., K.C.M.G., *Victoria, British Columbia.*  
 1900 TRYON, JULIAN, *Ayrshire Gold Mine, Salisbury, Rhodesia.*  
 1902 TUCHTEN, JOSE G., *P.O. Box 26, Cape Town, Cape Colony.*  
 1897 TUCKER, G. A., *Salisbury, Rhodesia.*  
 1897 TUCKER, LIEUT.-COLONEL J. J., M.P., *St. John, New Brunswick.*  
 1898 TUCKER, W. J. SANGER, J.P., *P.O. Box 122, Port of Spain, Trinidad.*  
 1883 †TUCKER, WILLIAM KIDGER, *P.O. Box 9, Johannesburg, Transvaal.*  
 1900 TUGMAN, HERBERT ST. JOHN, *New Club, Johannesburg, Transvaal.*  
 1896 TUGWELL, RT. REV. BISHOP HERBERT, D.D., *Lagos, West Africa.*  
 1900 TUKE, CHARLES W., *African Banking Corporation, Salisbury, Rhodesia.*

Year of  
Election.

- 1887 TULLY, W. ALCOCK, B.A., *Land Board, Brisbane, Queensland.*  
 1883 TUPPER, HON. SIR CHARLES, BART., G.C.M.G., C.B., *Ottawa, Canada.*  
 1895 †TURLAND, A. DE SALES  
 1898 †TURNBULL, ALEXANDER H., *Elibank, Wellington, New Zealand (Corresponding Secretary).*  
 1899 TURNBULL, ROBERT MCGREGOR, *Linburn Station, Otago, New Zealand.*  
 1898 TURNBULL, ROBERT T., *Wellington, New Zealand.*  
 1899 TURNBULL, THOMAS, F.R.I.B.A., *Wellington, New Zealand.*  
 1882 †TURNER, HENRY GYLES, *Bundalohn, Tennyson Street, St. Kilda, Melbourne, Victoria.*  
 1902 †TURNER, HON. GEORGE, M.L.C., *The Hook, Highlands, Natal.*  
 1882 †TURTON, C. D.  
 1902 TWENTYMAN, L. H., *P.O. Box 172, Cape Town, Cape Colony.*  
 1902 TYNDALL, ARTHUR, *Adelaide Club, South Australia.*  
 1881 †TYSON, CAPTAIN THOMAS G., *Kimberley, Cape Colony.*
- 1897 UDAL, HIS HONOUR CHIEF JUSTICE JOHN S., *St. Johns, Antigua.*  
 1902 UNDERDOWN, THOMAS E., *Monrovia, Liberia.*  
 1889 UNDERWOOD, EDWARD WILLIAM, *Tallandoom, Koogong-Koot Road, Hawthorn, Melbourne, Victoria.*  
 1893 UPTON, PRESCOTT, *P.O. Box 1026, Johannesburg, Transvaal.*  
 1899 †UPPLEBY, JOHN G., L.R.C.P., L.R.C.S., *Port Elizabeth, Cape Colony.*  
 1902 USHER, ARCHIBALD R., *Belize, British Honduras.*
- 1901 VALANTIN, W. ADOLPHE, J.P., *Freetown, Sierra Leone.*  
 1903 VALENTINE, SIDNEY N., *Accra, Gold Coast Colony.*  
 1892 VAN BORSCHOTEN, JOHANNES G., *P.O. Box 55, Johannesburg, Transvaal.*  
 1889 VAN BREDA, SERVAAS, *Hauptville, Constantia Road, Wynberg, Cape Colony.*  
 1900 VAN CUYLENBURG, HECTOR, *Colombo, Ceylon.*  
 1896 †VANDER HOVEN, H. G., *38 Leyds Street, Braamfontein, Johannesburg, Transvaal.*  
 1887 VAN DER RIET, THOMAS F. B., *Attorney-at-Law, Grahamstown, Cape Colony.*  
 1903 VAN EEDEN, WALTER C., W.A.F.F., *Accra, Gold Coast Colony.*  
 1896 VAN NIEKKERK, JOHN, M.B., C.M., *P.O. Box 1050, Johannesburg, Transvaal.*  
 1885 VAN RENEN, HENRY, *Government Land Surveyor, The Cottage, Kenilworth, Cape Colony.*  
 1899 VAN ROOYEN, THEODORE C., *Hatton, Ceylon.*  
 1896 VAN RYCK DE GROOT, S.H.R., L.S.A., *c/o Principal Medical Officer, R.A.M.C., Cape Town, Cape Colony.*  
 1884 VAN-SENDEN, E. W., *Adelaide, South Australia.*  
 1895 VAN ULSEN, DIRK, *Kimberley, Cape Colony.*  
 1899 VASSALLO, E. C., M.A., LL.D. *Advocate, 18 Strada Stretta, Valletta, Malta.*  
 1899 VAUTIN, H. D., *c/o Great Fingall Consolidated, Day Dawn, Western Australia.*  
 1883 †VEIGER, CHARLES EUGENE, *Registrar, Supreme Court, Singapore.*

Year of  
Election.

- 1888 †VENN, HON. H. W., M.L.A., *Dardanup Park, near Bunbury, Western Australia.*
- 1891 VENNING, ALFRED R., *Secretary to Government, Taiping, Perak, Straits Settlements.*
- 1899 VERCO, JOSEPH C., M.D., F.R.C.S., *North Terrace, Adelaide, South Australia.*
- 1897 VERRY, CAPTAIN JOSEPH C., C.E., *United Kingdom Mine, Lomagunda Rhodesia.*
- 1896 †VERMONT, J. M., C.M.G., *Batu Kawan, Penang, Straits Settlements.*
- 1886 †VERSFELD, DIRK, J.P., *Attorney-at-Law, Riversdale, Cape Colony.*
- 1901 †VICKERS, ALBERT, *Civil Service Club, Cape Town, Cape Colony.*
- 1895 †VIGNE, JAMES TALBOT, *Kimberley, Cape Colony.*
- 1889 †VINCENT, MAJOR WILLIAM SLADE, *Townsville, Queensland.*
- 1897 VINE, SIR J. R. SOMERS, C.M.G., P.O. Box 654, *Cape Town, Cape Colony.*
- 1902 VINTCENT, ALWYN J., *Mossel Bay, Cape Colony.*
- 1899 VINTER, JAMES H., *El Brazil, Alajuela, Costa Rica.*
- 1895 VIBET, HON. A. PERCIVAL, *Collector of Customs, Freetown, Sierra Leone.*
- 1897 VON STÜRMER, HIS HONOUR JUDGE SPENCER W., *Parnell, Auckland, New Zealand.*
- 1896 VON WINCKLER, J. W., M.D., *Georgetown, British Guiana.*
- 1901 VON ZWIGBERGK, CAPTAIN GUSTAF, F.R.G.S., P.O. Box 738, *Johannesburg, Transvaal.*
- 1896 VREDE, DIRK E., *Port Elizabeth, Cape Colony.*
- 1897 VROOM, HENDRIK, *Elmina, Gold Coast Colony.*
- 1902 WADE, FREDERICK C., K.C., *Fort Rouge, Winnipeg, Canada.*
- 1887 WAGHORN, JAMES, *c/o Post Office, Cape Town, Cape Colony.*
- 1890 WAIT, JOHN STUBBS, M.R.C.S.E., *Oamaru, New Zealand.*
- 1885 †WAITE, PETER, *Urrbrae, Adelaide, South Australia.*
- 1889 †WAKEFORD, GEORGE C., *Niekerk's Rush, Barkly West, Cape Colony.*
- 1883 WALDRON, DERWENT, M.B., C.M., *Senior Medical Officer, Acera, Gold Coast Colony.*
- 1903 WALES, PHILIP, *Assistant District Commissioner, Bonay, Southern Nigeria.*
- 1898 WALKER, A. BLOFIELD, *Bulawayo, Rhodesia.*
- 1902 WALKER, ALAN C., *Huonden, Macquarie Street, Hobart, Tasmania.*
- 1899 †WALKER, CECIL, *Barrister-at-Law, Lindfield, Holebrook Place, Hobart, Tasmania.*
- 1900
- 1893 WALKER, CLAUDE HAMILTON, *Utica, Fergus Co., Montana, U.S.A.*
- 1891 †WALKER, HON. GILES F., J.P., *Colombo, Ceylon.*
- WALKER, HIS HONOUR CHIEF JUSTICE J. BAYLDON, *St. Lucia, West Indies.*
- 1900 †WALKER, SENATOR JAMES T., *Waltham Buildings, Bond Street, Sydney, New South Wales.*
- 1896 WALKER, JOHN, *Rosebank, Cape Town, Cape Colony.*
- 1901 WALKER, CAPTAIN JOHN HURRY, *Lydenburg, Transvaal.*
- 1881 †WALKER, JOSEPH, *Hamilton House, Port Elizabeth, Cape Colony.*
- 1891 †WALKER, R. LESLIE, *Hobart, Tasmania.*
- 1883 †WALKER, LIEUT.-COLONEL R. S. FROWD, C.M.G., *Commandant of Malay States Guides, Taiping, Perak, Straits Settlements.*

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- 1897 WALKER, WM. HEWER, *Gwelo, Rhodesia.*  
 1882 WALL, T. A.  
 1894 WALLACE, EDWARD CLEMENT.  
 1902 †WALLACE, WILLIAM, C.M.G., *Deputy High Commissioner, Zungeru, Northern Nigeria.*  
 1901 WALLEN, JOHN HENRY, *Oil Springs, Ontario, Canada.*  
 1898 WALLIS, CAPTAIN CHARLES B., *District Commissioner, Freetown, Sierra Leone.*  
 1894 †WALLIS, THE RT. REV. FREDERIC, D.D., *Lord Bishop of Wellington, Bishops court, Wellington, New Zealand.*  
 1896 WALLIS, HENRY R., *H.B.M. Vice-Consul, Tete, Zambesia (via Chinde).*  
 1901 WALPOLE, R. H., *Assurance and Trust Co., Ltd., Port Elizabeth, Cape Colony.*  
 1889 †WALSH, ALBERT, *Port Elizabeth, Cape Colony.*  
 1900 WALSH, COMMANDER J. T., R.N.R., *Lagos, West Africa.*  
 1889 WALSH, ALBERT PATRICK, *Market Square, Kimberley, Cape Colony.*  
 1881 †WALTER, HENRY J., *Wellington, New Zealand.*  
 1881 †WANLISS, HON. THOMAS D., M.L.C., *Ballarat, Victoria.*  
 1879 WARD, HON. LIEUT.-COLONEL CHARLES J., C.M.G., M.P.C., *Kingston, Jamaica.*  
 1892 WARD, HENRY A., *Premier Mine, Beaconsfield, Cape Colony.*  
 1873 WARD, WILLIAM CURTIS, *Victoria, British Columbia.*  
 1903 †WARDROP, JOHN NIMMO, *Messrs. Darby & Co., Sandakan, British North Borneo.*  
 1885 WARE, JERRY GEORGE, *care of Bank of Australasia, Melbourne, Victoria.*  
 1879 †WARE, JOHN, *Tatyoan, Yalla-y-Poora, Victoria.*  
 1886 †WARE, JOSEPH, *Minjah, Carramat, Victoria.*  
 1880 †WARE, J. C., *Yalla-y-Poora, Victoria.*  
 1886 WARMINGTON, ARTHUR, *Fort George, Stony Hill P.O., St. Andrew, Jamaica.*  
 1882 †WARNER, OLIVER W.  
 1889 †WATERHOUSE, ARTHUR, *Adelaide, South Australia.*  
 1902 WATKEYS, EVAN E., *Bloemfontein, Orange River Colony.*  
 1902 WATKEYS, W. D. E., *Bloemfontein, Orange River Colony.*  
 1883 WATKINS, ARNOLD H., M.D., F.R.C.S., *Kimberley, Cape Colony.*  
 1901 WATKINS, FRANK, *Pretoria, Transvaal.*  
 1893 †WATSON, CHARLES A. SCOTT, *Moonaree, Gawler Ranges, Port Augusta, South Australia.*  
 1901 WATSON, EDWIN A., *Pehang, Straits Settlements.*  
 1885 WATSON, FRANK DASHWOOD, *c/o Messrs. Finlay, Muir & Co., Calcutta.*  
 1887 †WATSON, H. FRASER, *P.O. Box 500, Johannesburg, Transvaal.*  
 1901 WATSON, JOHN A. S., *Messrs. Jas. Searight & Co., Cape Town, Cape Colony.*  
 1886 †WATSON, T. TENNANT, *Govt. Surveyor, Civil Service Club, Cape Town, Cape Colony.*  
 1895 †WATT, EDWARD J., *Hastings, Hawkes Bay, New Zealand.*  
 1900 WATT, ERNEST A. S., B.A., *Union Club, Sydney, New South Wales.*  
 1887 WATT, WILLIAM HOLDEN, *Sydney, New South Wales.*  
 1896 †WATTS, JOHN WHIDBORNE, *Ivy, Barberton, Transvaal.*  
 1900 WAY, EDWARD J., *Anglo-French Exploration Co., Johannesburg, Transvaal.*  
 1881 WAY, E., *Sydney, New South Wales.*  
 1902 WAY, LEWIS G. K., *Wood Farm, Balgowan, Natal.*



Year of  
Election.

- 1891 †WAY, THE RT. HON. SIR SAMUEL J., BART., *Chief Justice, Adelaide, South Australia.*
- 1892 †WAYLAND, ARTHUR E., *West Hill, Grahamstown, Cape Colony.*
- 1885 WAYLAND, CHARLES F. B., *Johannesburg, Transvaal.*
- 1893 WAYLAND, CHARLES WM. H., J.P., *Lovedale, Belmont, Cape Colony.*
- 1891 WAYLAND, WALTER H., *Belmont Station, Grigqualand West, Cape Colony.*
- 1887 †WEAVER, HENRY E., C.E., *Club da Engenharia, 6 Rua d'Alfandeya, Rio de Janeiro, Brazil.*
- 1902 WEBB, CLEMENT D., *Rand Club, Johannesburg, Transvaal.*
- 1900 †WEBB, RICHARD CAPPER, J.P., *Roto, Hillston, New South Wales.*
- 1890 WEBBER, LIONEL H., *Deputy Inspector of Mines, Germiston, Transvaal.*
- 1901 WEBBER, REGINALD B., *c/o Robinson Deep G. M. Co., P.O. Box 1488, Johannesburg, Transvaal.*
- 1893 WEBBER, THE RIGHT REV. W. T. THORNHILL, D.D., *Lord Bishop of Brisbane, Brisbane, Queensland.*
- 1883 WEBSTER, ALEXANDER B., *Brisbane, Queensland.*
- 1886 †WEBSTER, CHARLES, J.P., *Mackay, Queensland.*
- 1903 WEBSTER, G. W., *Assistant District Commissioner, Zaria, Northern Nigeria.*
- 1897 †WEBSTER, H. L., *Johannesburg, Transvaal.*
- 1901 WEGE, PETER G., J.P., *7 Hofmeyer Chambers, Cape Town, Cape Colony.*
- 1880 WEGG, JOHN A., M.D., J.P., *Colreville, Spanish Town, Jamaica.*
- 1902 WEIGHTON, LIEUT.-COLONEL JOHN, *340 Prince Alfred Street, Maritzburg, Natal.*
- 1884 WEIL, BENJAMIN BERTIE, *Mafeking, Cape Colony.*
- 1883 WEIL, JULIUS, M.L.A., *Mafeking, Cape Colony.*
- 1884 WEIL, MYER, *Mafeking, Cape Colony.*
- 1881 WEIL, SAMUEL, *Mafeking, Cape Colony.*
- 1901 WEIR, CECIL HAMILTON, "*Pittsburgh Dispatch*," *Pittsburgh, Pa., U.S.A.*
- 1903 WEISSENBOERN, CHARLES A. P., *Premier Estate, Umtali, Rhodesia.*
- 1900 WELCH, J. EDGAR, *Umtali, Rhodesia.*
- 1901 WELLS, CHARLES E., *Salisbury, Rhodesia.*
- 1902 †WELLS, ERNEST T., *P.O. Box 10, Queenstown, Cape Colony.*
- 1896 †WELLS, RICHARD NOEL, *Hannan's Find Gold Reefs, Kalgoorlie, Western Australia.*
- 1897 WELLS, WILLIAM, *Kimberley, Cape Colony.*
- 1895 WENDT, HON. MR. JUSTICE HENRY L., *Colombo, Ceylon.*
- 1887 WENTWORTH, FITZWILLIAM, *Union Club, Sydney, New South Wales.*
- 1898 WENYON, WILLIAM F., *Hong Kong.*
- 1902 WENTZEL, CHARLES A., *Chief Magistrate, Johannesburg, Transvaal.*
- 1903 WESSEL, THOMAS DE, *Inspector of Roads, Pretoria, Transvaal.*
- 1889 †WEST, FREDERICK G., C.E.
- 1887 †WESTGARTH, GEORGE C., *2 O'Connell Street, Sydney, New South Wales.*
- 1902 WESTMACOTT, EDMUND D., *Taranaki, New Zealand.*
- 1902 WHEELER, WILLIAM, *Treasurer, Zomba, British Central Africa.*
- 1900 WHELAN, PATRICK, *Kalgoorlie, Western Australia.*
- 1895 WHITAKER, J. J., *King William's Town, Cape Colony.*
- 1888 WHITE, COLONEL F. B. P., *Waverley, Constant Spring, Jamaica.*
- 1901 WHITE, GEORGE BAZLEY, *Mount Lofty, South Australia.*

Year of  
Election.

- 1901 †WHITE, H. C., *Havilah, Mudgee, New South Wales.*  
 1895 WHITE, JOHN A., *c/o Dr. Magin, New African Co., Johannesburg, Transvaal.*  
 1900 WHITE, WILLIAM, J.P., F.G.S., *Mount Alma, Charters Towers, Queensland.*  
 1890 WHITE, W. KINROSS, *Napier, New Zealand.*  
 1894 †WHITEHEAD, T. H.  
 1903 WHITELAW, JAMES, *P.O. Box 106, Maritzburg, Natal.*  
 1881 WHITEWAY, RT. HON. SIR WILLIAM V., K.C.M.G., *St. John's, Newfoundland.*  
 1895 WHITHAM, FRED., *Prime Minister's Department, Cape Town, Cape Colony.*  
 1891 WHITTY, HENRY TARTLTON, *Tarramia, Corowa, New South Wales.*  
 1878 WHYHAM, HON. WILLIAM H., M.L.C., *St. John's, Antigua (Corresponding Secretary).*  
 1886 †WHYTE, W. LESLIE, *Adelaide, South Australia.*  
 1884 †WICKHAM, H. A., J.P., *Conflict Group, vid Samarai, British New Guinea.*  
 1895 †WIENAND, C. F., *P.O. Box 1352, Johannesburg, Transvaal.*  
 1883 WIENER, LUDWIG, *Cape Town, Cape Colony.*  
 1897 WILBRAHAM, DONALD F., *Master of the Supreme Court, Freetown, Sierra Leone.*  
 1902 WILCOXON, ROBERT S., *Colonial Bank, Kingston, Jamaica.*  
 1895 WILD, JOSEPH H., A.M.Inst.C.E., *P.O. Box 247, Johannesburg, Transvaal.*  
 1900 WILEMAN, HENRY ST. JOHN, *Gwelo, Rhodesia.*  
 1899 WILKINSON, CHARLES D., *Hong Kong.*  
 1898 WILKINSON, E. F. W., *Public Works Dept., Accra, Gold Coast Colony.*  
 1890 †WILKS, SAMUEL JERROLD, C.E., *Rand Club, Johannesburg, Transvaal.*  
 1882 WILLCOCKS, EDWARD J.  
 1898 WILLIAMS, ARCHIBALD J., *Zomba, British Central Africa.*  
 1888 WILLIAMS, HON. CHARLES RIBY, C.M.G., *Treasurer, Accra, Gold Coast Colony.*  
 1890 †WILLIAMS, E. VAUGHAN, J.P., *Gong Gong, Barkly West, Cape Colony.*  
 1897 †WILLIAMS, ERNEST, A.M.Inst.C.E., *Rand Club, Johannesburg, Transvaal.*  
 1899 †WILLIAMS, FRED. W., *Napier, New Zealand.*  
 1900 †WILLIAMS, HENRY WATSON, *Essex Street, Fremantle, Western Australia.*  
 1884 WILLIAMS, SIR HARTLEY, *Melbourne, Victoria.*  
 1902 WILLIAMS, G. A., *Bank of Africa, Harrismith, Orange River Colony.*  
 1896 †WILLIAMS, JAMES AUGUSTUS, *Bonthe, Sherbro, West Africa.*  
 1903 WILLIAMS, JAMES E., *High Level Road, Sea Point, Cape Town, Cape Colony.*  
 1890 WILLIAMS, JAMES NELSON, *Hastings, Napier, New Zealand.*  
 1898 WILLIAMS, HON. MR. JUSTICE JOSHUA S., *Dunedin, New Zealand.*  
 1902 WILLIAMS, LUKE, F.G.S., *Parkside, Park Street, Hobart, Tasmania.*  
 1891 WILLIAMS, ROBERT, C.E., *Johannesburg, Transvaal.*  
 1888 †WILLIAMS, THOMAS D., *3 Union Buildings, Johannesburg, Transvaal.*  
 1899 WILLIAMS, WM. NANCE, *c/o Bank of British West Africa, Cape Coast, Gold Coast Colony.*  
 1886 †WILLIAMS, ZACHARIAH A., *Manchester House, Lagos, West Africa.*  
 1882 WILLIAMSON, HON. ALEXANDER, C.M.G., M.E.C., *Belise, British Honduras (Corresponding Secretary).*  
 1896 WILLS, GEORGE F., *P.O. Box 561, Johannesburg, Transvaal.*  
 1880 WILMAN, HERBERT, *Cape Town, Cape Colony.*  
 1901 WILMOT, HON. ALEXANDER, M.L.C., *Cape Town, Cape Colony.*  
 1894 †WILSON, ALBERT J., *89 Boulevard Malesherbes, Paris.*  
 1898 WILSON, AIDEN D., *P.O. Box 3358, Johannesburg, Transvaal.*

Year of  
Election.

- 1897 WILSON, BENJAMIN.  
 1886 WILSON, COLONEL SIR DAVID, K.C.M.G.  
 1899 WILSON, GEORGE, C.B., *Sub-Commissioner, Uganda (Corresponding Secretary).*  
 1891 †WILSON, GEORGE PRANGLEY, C.E., *Hobart, Tasmania.*  
 1898 WILSON, HON. HENRY F., C.M.G., *Government Secretary, Bloemfontein, Orange River Colony.*  
 1897 WILSON, JAMES G., *Bulls, Rangitiki, New Zealand.*  
 1898 †WILSON, JAMES W., *Sandakan, British North Borneo.*  
 1896 WILSON, JOHN, J.P., *Kalgoorlie, Western Australia.*  
 1883 WILSON, CAPTAIN JOHN.  
 1894 WILSON, WM. ALEXANDER.  
 1896 WILSON, WM. STREET, F.R.I.B.A., *P.O. Box 103, Durban, Natal.*  
 1902 †WILSON, W. T., *City Club, Cape Town, Cape Colony.*  
 1899 WILSON-MOORE, AUBREY P., *Sheba Queen Gold & Exploration, Barberton, Transvaal.*  
 1897 †WINCHCOMBE, F. E., *Messrs. Winchcombe, Carson & Co., Sydney, New South Wales.*  
 1887 †WINDSOR, PETER F., *Windsorton, Griqualand West, Cape Colony.*  
 1902 WINGATE, G. R., *Bank of British West Africa, Bathurst, Gambia.*  
 1902 †WINGFIELD, MAURICE E., *Government House, Sydney, New South Wales.*  
 1897 WINKFIELD, HON. JOHN, *Attorney-General, Old Calabar, Southern Nigeria.*  
 1889 WIRGMAN, REV. CANON A. THEODORE, D.D., D.C.L., *Vice-Provost of St. Mary's Collegiate Church, Port Elizabeth, Cape Colony.*  
 1892 WIRSING, H. FRANK, *P.O. Box 12, Mafeking, Cape Colony.*  
 1892 WIRSING, WALTER M., *P.O. Box 12, Mafeking, Cape Colony.*  
 1895 †WISE, PERCY F., *Tui River, Kuala Lipis, Straits Settlements.*  
 1895 †WITHERFORD, J. H., M.H.R., *Auckland, New Zealand.*  
 1898 WITTENOOM, HON. SIR EDWARD H., K.C.M.G., M.L.C., *Perth, Western Australia.*  
 1886 WITTENOOM, FREDERICK F. B., *Perth, Western Australia.*  
 1886 WITTS, BROOME LAKE, *Seven Hills, near Sydney, New South Wales.*  
 1895 †WOLFF, HENRY A., M.D., *Reform Club, New York.*  
 1882 WOLLASTON, LT.-COL. CHARLTON F. B., *P.O. Box 590, Johannesburg, Transvaal.*  
 1892 WOOD, ANDREW T., M.P., *Hamilton, Canada.*  
 1899 WOOD, CHARLES, 33 *King Street, Melbourne, Victoria.*  
 1873 WOOD, J. DENNISTOUN, *Barrister-at-Law, Bothwell, Tasmania.*  
 1893 WOOD, W. D., *Riccarton, Canterbury, New Zealand.*  
 1900 WOOD, WILLIAM, *Christchurch, New Zealand.*  
 1902 WOODARD, HENRY, *Zomba, British Central Africa.*  
 1897 WOODBURN, WILLIAM, *Musgrave Road P.O., Durban, Natal.*  
 1887 WOODHOUSE, ALFRED, M.E., *P.O. Box 759, Johannesburg, Transvaal.*  
 1883 †WOODHOUSE, EDMUND BINGHAM, *Mount Gilead, Campbelltown, New South Wales.*  
 1885 †WOODS, HON. SIDNEY GOWER, M.L.C., *Belize, British Honduras.*  
 1892 WOODS, THOMAS LOXTON, *Bank of New Zealand, Levuka, Fiji.*  
 1898 WOOLF, DAVID LEWIS, *P.O. Box 431, Durban, Natal.*  
 1900 WOOLLEY, ADAM SEDGWICK, *P.O. Box 2891, Johannesburg, Transvaal.*

Year of  
Election.

- 1898 WOOLS-SAMPSON, COLONEL SIR AUBREY, K.C.B., P.O. Box 4601, *Johannesburg, Transvaal.*
- 1900 WRAGGE, CLEMENT L., F.R.G.S., F.R.Met.Soc., *Brisbane, Queensland.*
- 1903 WRIGHT, ARTHUR, *Government Printer, Old Calabar, Southern Nigeria.*
- 1887 WRIGHT, ARTHUR JAMES, 79 *Collins Street West, Melbourne, Victoria.*
- 1901 WRIGHT, CLAUDIUS E., *Barrister-at-Law, Freetown, Sierra Leone.*
- 1903 WRIGHT, EDWARD FONDI, *Surrey Hills, Mount Somers, Canterbury, New Zealand.*
- 1893 †WRIGHT, G. H. CORY.
- 1898 †WRIGHT, HON. JAMES W., M.L.C., 4 *Moirs Chambers, Perth, Western Australia.*
- 1893 WYATT, CHAS. GUY A., *Georgetown, British Guiana.*
- 1890 WYKHAM, ALFRED L., M.D., 21 *St. Mary Street, St. John's, Antigua.*
- 1896 WYLIE, SAMUEL, 15 *Grosvenor Street, Sydney, New South Wales.*
- 1885 WYLLIE, BRYCE J., *Kalupahani, Haldumulla, Ceylon.*
- 1887 WYNDHAM, CAPTAIN WILLIAM, *H.B.M. Consulate, Chicago, U.S.A.*
- 1883 WYNNE, HON. AGAR, M.L.C., *Ballarat, Victoria.*
- 1903 YATES, J. E., *Railway Station, Queenstown, Cape Colony.*
- 1887 †YONGE, CECIL A. S., M.L.A., *Furth, Dargle, Maritzburg, Natal.*
- 1891 YOUNG, ALFRED J. K., B.A., *Barrister-at-Law, Belize, British Honduras.*
- 1896 †YOUNG, HON. CAPTAIN ARTHUR H., C.M.G., *Chief Secretary, Nicosia, Cyprus.*
- 1901 YOUNG, BERTIE THORPE, *Government Railway Construction, Bo, Sierra Leone.*
- 1888 †YOUNG, CHARLES G., M.A., M.D.
- 1894 †YOUNG, H. C. ARTHUR, *Fairymead, Bundaberg, Queensland.*
- 1883 †YOUNG, HORACE E. B., *Fairymead, Bundaberg, Queensland.*
- 1882 †YOUNG, HON. JAMES H., M.E.C., *Nassau, Bahamas.*
- 1888 YOUNG, JOHN, J.P., 256 *Pitt Street, Sydney, New South Wales.*
- 1902 YOUNG, ROBERT, *Western Road, Penang, Straits Settlements.*
- 1883 YOUNG, HIS HONOUR WILLIAM DOUGLAS, *Commissioner, Turks and Caicos Islands.*
- 1894 YOUNGHUSBAND, CAPTAIN FRANK E., C.I.E., *The Agency, Droli, Rajputana, India.*
- 1887 †ZEAL, SENATOR HON. SIR WILLIAM AUSTIN, K.C.M.G., *Tborak, Melbourne, Victoria.*
- 1897 ZIETSMAN, LOUIS F., M.L.A., *Attorney-at-Law, Civil Service Club, Cape Town, Cape Colony.*
- 1881 ZOCHONIS, GEORGE B., *Freetown, Sierra Leone.*

LIST OF PUBLIC INSTITUTIONS, &c., TO WHICH THE  
PROCEEDINGS OF THE ROYAL COLONIAL INSTI-  
TUTE ARE PRESENTED.

**GREAT BRITAIN.**

The Advocates' Library, Edinburgh.  
 „ Anthropological Institute, London.  
 „ Army and Navy Club, London.  
 „ Athenæum Club, London.  
 „ Australasian Club, Edinburgh.  
 „ Bishopsgate Institute, London.  
 „ Bodleian Library, Oxford.  
 „ British and African Steamship Co.  
 „ British Empire League.  
 „ British Museum, London.  
 „ Brown's Free Library, Liverpool.  
 „ Cambridge University Library.  
 „ Carlton Club, London.  
 „ Ceylon Association.  
 „ City Liberal Club, London.  
 „ Colonial College, Hollesley Bay, Suffolk.  
 „ Colonial Office, London.  
 „ Conservative Club, London.  
 „ Constitutional Club, London.  
 „ Crystal Palace Library.  
 „ East India Association, London.  
 „ East India United Service Club, London.  
 „ Free Public Library, Barrow-in-Furness.  
 „ „ Birmingham  
 „ „ Bradford.  
 „ „ Bristol.  
 „ „ Cardiff  
 „ „ Chelsea.  
 „ „ Clerkenwell.  
 „ „ Croydon.  
 „ „ Darlington.  
 „ „ Derby.  
 „ „ Dumbarton.  
 „ „ Dundee.  
 „ „ Hull.  
 „ „ Ipswich.  
 „ „ Kensington.  
 „ „ Kilburn.  
 „ „ Leeds.  
 „ „ Lewisham.  
 „ „ Manchester.  
 „ „ Newington.

**The Free Public Library, Norwich.**

- " " Nottingham.
- " " Oldham.
- " " Plymouth.
- " " Putney.
- " " St. George, Hanover Square.
- " " St. Margaret and St. John, West.
- " " St. Martin's-in-the-Fields. [minster.
- " " Sheffield.
- " " Stoke Newington.
- " " Swansea.
- " " Wigan.
- " Guildhall Library, London.
- " House of Commons, London.
- " House of Lords, London.
- " Imperial Institute, London.
- " India Office Library, London.
- " Institute of Bankers, London.
- " Institution of Civil Engineers.
- " Intelligence Department, War Office.
- " Japan Society, London.
- " Junior Carlton Club, London.
- " Junior United Service Club, London.
- " Kew Guild, Kew Gardens.
- " Liverpool Geographical Society.
- " London Chamber of Commerce.
- " London Institution.
- " London Library.
- " Manchester Geographical Society.
- " Minet Public Library, Camberwell.
- " Mitchell Library, Glasgow.
- " National Club, London.
- " National Liberal Club, London.
- " Natural History Museum, London.
- " Naval and Military Club, London.
- " New University Club, London.
- " Oriental Club, London.
- " Orient-Pacific Steam Navigation Co., London.
- " Oxford and Cambridge Club, London.
- " Peninsular and Oriental Steam Navigation Co., London.
- " People's Palace Library, London.
- " Reform Club, London.
- " Royal Asiatic Society, London.
- " Royal Engineer Institute, Chatham.
- " Royal Gardens, Kew.
- " Royal Geographical Society, London.
- " Royal Institution of Great Britain, London.
- " Royal Scottish Geographical Society, Edinburgh.
- " Royal Society of Literature, London.
- " Royal Statistical Society, London.
- " Royal United Service Institution, London.
- " St. Stephen's Club, London.
- " Science and Education Library, South Kensington.
- " Society of Arts, London.
- " Stirling and Glasgow Public Library.
- " Tate Central Library, Brixton.
- " Tate Public Library, Streatham.
- " Thatched House Club, London.
- " Trinity College, Dublin.

- The Tyneside Geographical Society.
- „ Union Castle Steamship Co., London.
- „ Union Club, London.
- „ United Service Club, London.
- „ United University Club, London.
- „ Victoria Institute, London.
- „ West India Committee, London.
- „ Windham Club, London.

## COLONIES.

### BRITISH NORTH AMERICA.

- The Houses of Parliament, Ottawa.
- „ Legislative Assembly of British Columbia.
- „ „ „ Manitoba.
- „ „ „ New Brunswick.
- „ „ „ Newfoundland.
- „ „ „ Nova Scotia.
- „ „ „ Ontario.
- „ „ „ Prince Edward Island.
- „ „ „ Quebec.
- „ Bureau of Mines, Quebec.
- „ Bureau of Statistics, Winnipeg, Manitoba.
- „ Canadian Bankers' Association, Montreal.
- „ Canadian Institute, Toronto.
- „ Council of Arts and Manufactures, Montreal.
- „ Fraser Institute, Montreal.
- „ General Mining Association, Quebec.
- „ Geographical Society, Quebec.
- „ Geological Survey of Canada.
- „ Hamilton Association.
- „ Historical and Scientific Society of Manitoba, Winnipeg.
- „ King's College, Windsor, Nova Scotia.
- „ Literary and Historical Society of Quebec.
- „ Literary and Scientific Society, Ottawa.
- „ McGill University, Montreal.
- „ MacLeod Historical Society, Alberta, N.W.T.
- „ Natural History Society of New Brunswick.
- „ New Brunswick Historical Society.
- „ Nova Scotia Historical Society.
- „ Nova Scotian Institute of Natural Science.
- „ Ontario Historical Society, Toronto.
- „ Public Library, Hamilton.
- „ Public Library, St. John, New Brunswick.
- „ Public Library, Toronto.
- „ Public Library, Victoria, British Columbia.
- „ Public Library, Windsor.
- „ Queen's University, Kingston.
- „ University Library, Winnipeg.
- „ University of Toronto.
- „ Victoria University, Toronto.

## AUSTRALASIAN COLONIES.

### NEW SOUTH WALES.

- The Australasian Association for the Advancement of Science.
- „ Australian Museum, Sydney.
- „ Department of Mines, Geological Survey.
- „ Engineering Association of New South Wales.

- The Free Public Library, Bathurst.  
 " " Newcastle.  
 " " Sydney.  
 " Houses of Parliament, Sydney.  
 " Mechanics' Institute, Albury.  
 " Royal Anthropological Society of Australasia, Sydney.  
 " Royal Geographical Society of Australasia.  
 " Royal Society of New South Wales.  
 " School of Art, Grafton.  
 " " Maitland West.  
 " " Wollongong.  
 " Sydney University.  
 " United Service Institution, Sydney.

## QUEENSLAND.

- The Houses of Parliament, Brisbane.  
 " Royal Geographical Society of Australasia (Queensland [Branch]).  
 " Royal Society of Queensland.  
 " School of Art, Bowen, Port Denison.  
 " " Brisbane.  
 " " Ipswich.  
 " " Maryborough  
 " " Rockhampton  
 " " Toowoomba.

## SOUTH AUSTRALIA.

- The Adelaide Club.  
 " Houses of Parliament, Adelaide.  
 " Public Library, Adelaide.  
 " Royal Geographical Society of Australasia (South Australia Branch).  
 " Royal Society, Adelaide.  
 " Zoological and Acclimatisation Society, Adelaide.

## TASMANIA.

- The Houses of Parliament, Hobart.  
 " Mechanics' Institute, Launceston.  
 " Public Library, Hobart.  
 " " Launceston.  
 " Royal Society of Tasmania.  
 " Statistical Department, Hobart.

## VICTORIA.

- The Houses of Parliament, Melbourne.  
 " Athenæum and Burke Museum, Beechworth.  
 " Bankers' Institute of Australasia, Melbourne.  
 " Mechanics' Institute and Athenæum, Melbourne.  
 " Mechanics' Institute, Bendigo.  
 " " Sale.  
 " " Stawell.  
 " Melbourne University.  
 " Public Library, Ballarat.  
 " " Castlemaine.  
 " " Geelong.  
 " " Melbourne.  
 " Royal Geographical Society of Australasia (Victorian [Branch]).  
 " Royal Society of Victoria.  
 " United Service Institution, Melbourne.



WESTERN AUSTRALIA.

- The Geological Survey Office, Perth.  
,, Houses of Parliament, Perth.  
,, Registrar-General, Perth.  
,, Victoria Public Library, Perth.

NEW ZEALAND.

- The Houses of Parliament, Wellington.  
,, Athenæum and Mechanics' Institute, Dunedin.  
,, Auckland Institute.  
,, Canterbury College, Christchurch.  
,, New Zealand Institute, Wellington.  
,, Polynesian Society, Wellington.  
,, Public Library, Auckland.  
,, " Wellington.  
,, University of Otago, Dunedin.

CAPE COLONY.

- The Houses of Parliament, Capetown.  
,, Chamber of Commerce, Capetown.  
,, " " Port Elizabeth.  
,, Public Library, Capetown.  
,, " Grahamstown.  
,, " Kimberley, Griqualand West.  
,, " Port Elizabeth.  
,, South African Philosophical Society, Cape Town.

RHODESIA.

- Public Library, Bulawayo.

NATAL.

- The Geological Survey, Pietermaritzburg.  
The Houses of Parliament, Pietermaritzburg.  
,, Public Library, Durban.  
,, " " Pietermaritzburg.

WEST INDIES.

- The Agricultural Society of Trinidad.  
,, Agriculture Office, Antigua.  
,, Court of Policy, British Guiana.  
,, Free Public Library, Antigua.  
,, Free Library, Barbados.  
,, Institute of Jamaica.  
,, Jamaica Agricultural Society, Kingston.  
,, Legislative Council, Grenada.  
,, Royal Agricultural and Commercial Society of British  
,, Victoria Institute, Trinidad. [Guiana.]

MAURITIUS.

- The Public Library, Port Louis.

INDIA.

- The Agri-Horticultural Society of Madras.  
,, Geological Survey, Calcutta.

*Royal Colonial Institute.***CEYLON.**

The Planters' Association of Ceylon, Kandy.  
 „ Royal Asiatic Society (Ceylon Branch).

**STRAITS SETTLEMENTS**

The Royal Asiatic Society (Straits Branch).

**AUSTRIA.**

The Geographical Society, Vienna.

**BELGIUM.**

Bibliothèque de l'Etat Independant du Congo.  
 International Colonial Institute.  
 Société d'Etudes Coloniales.

**EGYPT.**

National Printing Department, Cairo.  
 The Public Library, Alexandria.

**FRANCE.**

Comité de l'Afrique Française, Paris.

**GERMANY.**

The Imperial German Government.  
 Deutsche Kolonialgesellschaft.  
 Kolonial-Wirtschaftliches Komitee, Berlin.

**HOLLAND.**

Colonial Museum, Haarlem.  
 Koninklijk Instituut voor de Taal-, Land- en Volkenkunde  
 van Nederlandsch-Indië.  
 State Archives Department, The Hague.

**ITALY.**

Società Africana d' Italia.  
 Società d' esplorazione Commerciale in Africa.

**JAPAN.**

Formosan Association, Tokyo.

**JAVA.**

La Société des Arts et des Sciences, Batavia.

**UNITED STATES.**

American Colonisation Society, Washington.  
 „ Geographical Society, New York.  
 „ Museum of Natural History, New York.  
 „ Department of Agriculture, Washington.  
 „ Bureau of Statistics, Washington.  
 The Commercial Museum, Philadelphia.  
 „ Department of State, Washington.  
 „ Missouri Botanical Gardens, St. Louis.  
 „ National Geographic Society, Washington.  
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